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American Railroad Journal.

New York, Saturday, February 3, 1866.

The Mercantile Mutual Insurance Co.

This prosperous and much esteemed Company with Assets over \$1,366,699, organized twenty years ago, continues its business on the most favorable terms as usual, at its New York and Liverpool offices. We refer our readers to its advertisement in another column for particulars.

Smyrna and Delaware Bay Railroad.

This road is to run from Clayton, a station on the Delaware Railroad, to the mouth of Duck Creek at the Bay Shore, a distance of nine miles. The preliminary surveys have been made, and the contract awarded to Charles B. Dungan, Esq., of Philadelphia, a gentleman widely known in railroad circles as a responsible and energetic contractor. Clayton is also the terminus of the Maryland and Delaware Railroad, and will be of the Kent County Railroad, both coming from the Chesapeake. Tench F. Tilghman, Esq., has been appointed Chief Engineer, and the work will be pushed forward with great rapidity. Mr. T. is also Chief Engineer of the Maryland and Delaware Railroad, and has been for years identified with the roads of the Peninsula.

The Financial Question.

We have received from our esteemed friend, T. W. Olcott, Esq., of Albany, a communication on the subject of making legal tenders a deposit for currency in place of bonds as now, which he considers a fallacy unless modified, in which case our views may be adopted with less difficulty. He says:

"If you have \$100,000 you can invest it in commercial paper, or dispose of it in any way you please and that ends the matter. Nobody can call upon you to redeem the money thus paid out. But if you exchange it with the Comptroller of the currency for an equal amount of your own notes, how do you then stand? Why you are subject to $\frac{1}{2}$ per cent. tax on the same, and when you pay them out, you are liable to be called upon the very next hour for their payment. If they were to pay out forever, you would still be the loser of $\frac{1}{2}$ per cent. a year." But I think the object at which you aim, looms up so large, that you overlook minor considerations in your haste to grasp it. Slightly modified, however, it becomes practicable, with the promise of meeting and answering your aims. The Comptroller of the currency proposes in his decidedly able report, to have legal tenders paid in as the basis of 100 million new bank capital. The legal tenders to be destroyed and a gold stock issued in their stead to the said new banks.

"The stock thus issued is to be locked up and will not come upon the market to depress and depreciate gold obligations—possibly carrying them so much below par as to be fatal in converting the large amount of maturing obligations—and yet though the new banks can issue 90 per cent. of the legal tenders thus retired, by lessening the lawful money basis, you in fact enforce the necessity of a very considerable curtailment of the circulation and business of banks—and just in the ratio that the amount of legal tenders called in bears to the whole amount out. For if the 100 millions of new bank capital were extended to 600 millions, and it were possible to organize banks to that extent, specie payments or universal bankruptcy would follow at once, as there would be no lawful money left but gold and silver. Then too, this plan has another advantage, it is limited to a specific sum, and will be so gradual in its opera-

tion as not to destroy confidence and lead to a general crash.

"With this should be carried out Comptroller Clarke's other suggestions of removing his bureau to New York, of removing the obligation on banks to keep on hand an *unavailable reserve fund*, and obliging all banks to redeem at par in the three principal cities. The Comptroller of the currency has argued these questions so clearly and fully and forcibly, that I would refer you to his report, if you are disposed to enforce them by more extended remarks. Par redemptions I regard as fundamental in maintaining a sound restricted circulation, free from depreciation and redundancy.

"If these measures are carried out by Congress, our banks will stand upon a safer footing, National credit will be sustained by strengthening public confidence, and we shall be on the steady march to the resumption of specie payments."

Coal Production of the United States.

We give elsewhere a very full account of the anthracite coal trade of the United States, compiled from the *Miner's Journal*. While in Great Britain, the permanence of its coal supply is beginning seriously to be questioned, its exhaustion being looked for within the life time of some who are yet in being, here with the largest coal fields in the world, the working of which may be said to be only in their infancy, we can see no limit to the production, as long as the world shall last. The wealth and the utility of these vast mineral deposits, cannot be calculated by the most ardent statistician. The real problem for us at the present moment is, how to cheapen this indispensable article of consumption and mover of machinery. What is wanted, is a large and economical supply, and we are thankful that we have at this moment the prospect of realizing it. High prices check consumption, and the sooner this fact is understood, practically by the producers themselves, the sooner will they find their interests advanced by a corresponding movement. It appears by the figures before us, that from 1820 to 1865, inclusive, the total anthracite mined and sent to market was 134,121,649 tons.

The supply sent to market from Pennsylvania in 1864, was 9,998,046 tons, and in 1865, it was

9,488,896, showing a decrease of 509,650 tons, attributed to a stoppage of various iron and other works, in consequence of the collapse of the rebellion, and the sudden falling off in the military and naval wants of the Government. But it is ascertained that a fresh increase in the supply is beginning to be seen and felt. It also appears, that though the demand for anthracite was thus affected, that for the bituminous and semi-bituminous was on the increase. From the semi-bituminous mines the decrease in 1865, was 98,128 tons and from the bituminous, or Cumberland, the increase was 237,890 tons. The total supply in 1864, was 1,238,724 tons, and in 1865, 1,383,486 tons. The amount of foreign coal imported in 1864, is given at 510,708 tons, and in 1865 at 685,052, the increase being 174,344 tons.

The supplies of the anthracite came especially from the Schuylkill, Lehigh, Wyoming and Lackawanna, and the Shamokin regions making their total deliveries from 1820 to the close of 1865, 184,121,569 tons, as follows:

	Tons.
Schuylkill Region	60,422,057
Lehigh	28,656,599
Wyoming and Lackawanna Region	42,050,008
Shamokin	2,992,885
Total anthracite	184,121,549

From 1820, the commencement of the trade, up to 1866, the supply sent to market for 46 years was as follows:

	Tons.
1820 to 1830	359,190
1830 to 1840	6,261,197
1840 to 1850	19,373,429
1850 to 1860	56,954,864
1860 to 1866 (6 years)	52,172,869
Total anthracite	184,121,549

According to the above statement, the annual increase was as follows:

From 1830 to 1840 was about	164 per cent.
From 1840 to 1850	21 "
From 1850 to 1860	19 " "
From 1860 to 1866	8 " "

It is understood that a foreign market for our anthracite coal is beginning to be sought by shippers. It bears long sea voyages without injury, an advantage it largely possesses over the soft bituminous, and we are not surprised to learn that it is finding sale in South America, and the islands of the Pacific. Easy and cheap transportation to market, and moderate prices are all that are now necessary to give our coal interests entire stability and much profit. As we have already remarked, cheapness especially is requisite to a large consumption. These coal mines properly managed will contribute to the National wealth more surely than even our gold mines, and may be very properly put down in the National inventory as one of our most indestructible and valuable properties.

It is proper here to remark before dismissing this subject, that the Coal Exchange of Philadelphia have been taking very intelligent views of it. It appears that at the largest meeting of the trade ever held in that city, on the 28th inst., consisting of gentlemen whose mines produce more than five millions of tons per annum, the connection in progress between the Atlantic and Great Western Railroad, and the East Pennsylvania and Reading Railroads, making a through line from the West through the coal regions of Pennsylvania to the

cities of New York and Philadelphia met with entire approval. They recognized the advantage of cheapened fuel, whether for domestic or manufacturing purposes, the increase of commerce by the increase of consumption, and the activities of transportation, particularly in this instance as the rates are to be those of New York, and charged only for the actual distances traversed. They wisely concluded that a reduction in price of even 50 cents per ton, would itself be of vast importance to Philadelphia, and that it would among other things, enhance its importance as the great coal market of the United States. We are pleased to see this liberal spirit prevailing among the Philadelphia dealers. They will find it is their true policy to increase all these facilities of transportation.

Our Western Connections—Marietta & Cincinnati Road.

We have from time to time called public attention to the value and importance of the Parkersburg line, connecting us, through the Baltimore and Ohio road, with the West, by means of the Marietta and Cincinnati Railroad, two hundred miles in length between Belpre, opposite Parkersburg, on the Ohio River and Cincinnati.

From various causes this line has not as yet assumed the importance which its admirable location and its very extended connections would warrant us in expecting for it. It is now, however, about emerging from its difficulties, and bids fair to prove very soon all that its friends have hoped.

The Marietta and Cincinnati Railroad is one of the many similar enterprises in the West that encountered the financial storms of 1857, at a period of its advancement, which proved fatal to its credit, and forced it into a process of capitalization. By this process its entire indebtedness was converted into stock—former creditors becoming owners—thus uniting with the original stockholders in fixing a permanent basis of credit.

Upon this basis the company, as reorganized, have been able to raise means necessary to finish the road, and supply it with equipment sufficient for its large and increasing business. During the past three years over three million dollars have been expended in various works of completion and improvement. Two long tunnels, at points where the line was thrown over the hills upon high temporary grades—much of it supported by trestle work—have been completed. All the bridges on the line are new, and of the most excellent character. Passing over the rugged surface of Southern Ohio, several miles of its track, when just opened for public use, rested upon trestle work. These have been nearly all displaced with solid masonry and permanent embankment. Temporary grades, resorted to at first to save expense, have been cut down and the track ballasted with gravel or broken stone. The alignment of the road is remarkably favorable—nine-tenths of it being either straight line or curve of 2,865 feet radius. The maximum grade will be 5-8-10 feet to the mile. Next in importance to the completion of its main track is the fact that it has constructed an independent line, under its own charter from Loveland (its present point of intersecting the Little Miami road) to the city of Cincinnati. This new route sweeps around the city on the north and west, entering it by Mill Creek Valley. By this route the Marietta road is brought in direct connection with the entire railway system of the West, Northwest and Southwest, centering in Cincinnati. It has the use, in common with the Indianapolis road, of the new and splendid passenger depot recently built by that company on Pearl street. Ample grounds have also been secured in the same vicinity for the accommodation of an extensive freight traffic, and buildings for that purpose are now being erected. The very central position of these facilities in the city of Cincinnati afford most decided

advantages for the vast amount of traffic now concentrating at that point, while the close connection with the other Western roads afforded by this line must give it a decided preference for through business.

By the first of February next the trains of the Marietta road will enter the city upon this new line. The public will then be offered a continuous uniform gauge, from the seaboard to the Mississippi River (over which traffic may be passed without change of cars,) extending from Baltimore westward so directly that for the whole distance to St. Louis the entire route will not vary one degree from an air line.

The ferryage of the Ohio River at Parkersburg presents the only break in the continuity of this rail line. This will soon be supplied with a permanent railroad bridge, now being constructed by the Baltimore and Ohio and Marietta Companies. The traffic of the Marietta road has steadily increased from an aggregate of \$386,275, in 1857, to \$1,222,000 in 1865. Of this traffic, eleven-twelfths is derived from local sources, composed of the minerals of the coal and iron district of Southeastern Ohio, and the agricultural products of the Scioto and Miami Valleys.

The company is now prepared to enlarge its operations in the direction of through traffic, and to this end have secured a good supply of new freight cars and new freight and passenger engines. Two daily passenger trains are now run in close connection with the Baltimore and Ohio road at Parkersburg. One of these trains is provided with new and elegant sleeping cars, not excelled by any in the West.

In a word, the Marietta and Cincinnati Railroad is now prepared to assume its proper geographical position as the central link in the great railway line, stretching from the Atlantic to the Pacific seaboard, across the Continent.

In connection with this subject, we learn that the necessary and important work of arching the tunnels on the Northwestern Virginia, or Parkersburg road is successfully progressing under the authority of the Baltimore and Ohio Company, which has also lately made much improvement in the track of the road between Grafton and Parkersburg, and are in other respects effectively working that section of their great line between the East and West.—Baltimore American.

 The Atlantic and Great Western Railway Company, under the terms of their agreement with the Morris and Essex Railroad Company, of New Jersey, have already contracted for the grading of the whole of the branch road from Denville to Bloomfield. The line will pass through Boonton, Little Falls and the Great Notch in First Mountain, and will be some twenty-three miles long. A corps of engineers are now engaged between Bloomfield and Paterson in staking out the proposed new road, preparatory to commencing work. The grading on this part of the route is to be finished during the present year, and also that portion between Denville and Boonton. At the same time the work, on the entire line of the road, is to be pushed forward with all possible despatch, and the contractors hope to have the whole completed within twelve months.

 The Senate of Virginia has adopted a resolution that the committee on roads inquire into the expediency and propriety of authorizing the Baltimore and Ohio Railroad Company to construct a railroad from Winchester to Salem, Va., a point on the Virginia and Tennessee railroad, 60 miles southwest of Lynchburg, and 229 miles southwest of Washington city. The object of the company being undoubtedly, to occupy the Shenandoah valley with a long Southern branch, to be operated as a part of the great Southern mail route to Baltimore, Philadelphia and New York.

Product of Portage Lake Mines for 1865.

The following from the Portage Lake Mining Gazette, gives the product of the Portage Lake Mines for each month of the year:

Quincy.	Pewabic.	Franklin.	Huron.	I. Royale						
Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.			
Jan....	58	1,353	50	525	40	700	43	165		
Feb....	82	165	50	1,025	50	250	43	1,000		
March.	76	650	70	1,000	70	525	51	220		
April..	100	1,385	80	750	71	160	40	246		
May ..	127	150	100	250	72	1,072	57	1,981		
June ..	131	755	105	670	85	541	43	1,385		
July ..	128	1,495	105	1,000	107	125	56	500		
Aug... .	123	500	110	1,015	111	250	54	1,182		
Sept... .	124	545	130	715	112	550	53	1,808		
Oct... .	130	1,585	135	525	113	1,050	60	652		
Nov... .	143	1,492	135	127	114	570	42	1,797		
Dec... .	133	1,375	120	330	115	526	56	1,800		
								33,1,642		
Total.	1,360	1,900	1,193	1,932	1,062	1,819	604	786	460	393

G. Portage.	Al. & Boston.	Hancock.	Shelden-Col.	Concord.						
Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.			
Jan....	21	1,094	.....	.....	.....	.....	.....	.....
Feb....	25	1,183	.....	.....	.....	.....	.....	.....
March ..	27	.....	.....	.....	.....	.....	.....	.....
April ..	20	256	.....	.....	.....	.....	.....	.....
May	21	730	5	1,505	.....	.....	20	75
June ...	28	1,895	31	1,921	9	.....	2	656	
July ...	31	.....	18	255	13	32	.....	.....
Aug... .	32	463	13	88	17	563	10	28		
Sept....	34	997	16	315	20	74	11	500		
Oct....	32	503	35	1,877	20	1,367	22	562		
Nov....	34	1,302	24	340	9	.....	14	1,467	
Dec....	27	1,066	17	1,449	20	1,400	.....	.....
Total....	336	1,489	162	1,745	109	1,436	80	1,288	5	1,900

Arcadian.	Tons.	Lbs.	Douglas.	Tons.	Lbs.
			August.....	2	...
			September.....	2	...
Total.....	3	500	Total.....	4	...

RECAPITULATION.

	Tons.	Lbs.		Tons.	Lbs.
Quincy	1,360	1,900	Albany and Boston...	162	1,745
Pewabic	1,193	1,932	Hancock.....	109	1,436
Franklin	1,062	1,819	Sheldon Columbian ..	80	1,288
Huron	604	786	Concord	5	1,900
Isle Royale.....	460	393	Douglas.....	4	.....
Grand Portage.....	336	1,489	Arcadian	3	500
Total .....	.....	5,415	.....	638	.....

The total shipments of copper from this port during the past season were as follows: Ingot copper, 8,488 tons, 1,357 lbs.; mineral, 298 tons, 160 lbs.; total, 3,736 tons, 1,517 lbs.; showing an increase of 278 tons, 1,987 lbs. of ingot copper over the shipments of last year.

Custom House Receipts.

The gold receipts for customs at New York during the past four years are reported as follows by the *Journal of Commerce*. The receipts for the year 1861 were only \$21,714,981 30. The gain in 1865 over 1864 is not owing so much to increased imports, or even a higher tariff on some articles, as to the fact that a greater proportion of the imports were thrown upon the market:

Month.	1862.	1863.	1864.	1865.
Jan.....	\$3,351,657 22	\$4,127,906 82	\$6,180,536 09	\$4,231,737 47
Feb....	3,565,063 83	3,590,713 97	7,474,027 93	4,791,247 10
March...	4,626,862 86	4,554,460 18	7,659,770 47	5,392,099 26
April...	4,149,952 36	3,957,197 57	13,982,555 60	6,309,994 34
May....	4,704,924 62	3,873,865 42	3,855,186 46	8,183,423 06
June....	4,664,927 19	3,738,934 06	3,811,148 43	7,837,075 84
July....	7,211,817 68	4,912,718 49	3,585,848 44	9,778,276 65
Aug....	4,762,581 54	6,296,735 58	6,237,364 17	13,113,689 50
Sept....	5,239,045 50	7,270,543 65	4,084,492 54	12,929,615 64
Oct....	4,309,419 87	6,238,943 46	3,670,188 38	10,973,513 01
Nov....	3,003,270 23	5,075,846 24	3,455,156 53	9,933,483 76
Dec....	2,664,593 82	5,218,189 03	3,440,852 67	8,348,750 31
Total...	\$52,254,116 72	\$58,880,054 42	\$66,937,127 71	\$101,772,905 94

Worcester and Nashua Railroad.

The earnings and expenses of this road for the years ending November 30th 1863, 1864 and 1865, have been as follows:

Earnings:	1863.	1864.	1865.
From passengers.....	\$111,156 18	\$148,452 15	\$185,149 28
" freight	132,127 85	181,470 55	234,195 26
" mails	4,625 00	4,625 00	4,625 00
" express	1,858 33	2,500 00	3,233 32
" rent	1,256 67	1,237 36	1,243 00
" interest .....	.....	.....	.....
	\$251,024 08	\$388,255 06	\$481,505 77

Expenses:	1863.	1864.	1865.
Repairs of road	\$81,107 65	\$86,900 24	\$82,226 75
" locomotive	7,573 76	15,076 91	20,348 49
" cars	6,835 55	21,094 80	22,862 93
" buildings, etc.	3,266 63	8,142 00	12,826 97
" bridges	349 53	677 41	587 87
Fuel	21,427 14	31,489 24	44,077 03
Freight expenses	17,097 43	21,419 98	27,587 63
Passenger "	15,002 98	18,113 70	19,926 32
Switchmen, watchmen, etc.	2,225 49	2,659 14	2,814 51
Oil and waste	1,777 94	2,827 49	2,687 70
Removing snow and ice	228 97	588 14	1,280 13
Taxes and insurance	2,038 27	4,556 73	5,594 62
Government and State tax	5,046 75	25,988 65	39,688 58
General expenses	9,940 45	11,146 07	15,247 87
	\$128,918 49	\$200,680 50	\$247,755 40
Net earnings	\$127,105 54	\$137,604 56	\$183,750 37
From which deduct—			
Interest paid	\$5,253 49	\$2,000 39	\$.....
Dividends July and Jan.....	68,499 00	83,721 00	106,554 00
	\$73,752 49	\$85,721 39	\$106,554 00
Balance of earnings	\$63,353 05	\$51,888 17	\$77,196 37
Surplus previous years	73,014 44	88,567 49	112,750 66
	\$126,367 49	\$140,450 66	\$189,947 03
From which bonds have been paid	37,800 00	27,700 00	40,500 00
Surplus not divided	\$88,567 49	\$112,750 66	\$149,447 03

The following statement will show the debt of the company for the last three years, ending November 30th:

LIABILITIES:	1863.	1864.	1865.
Bonds payable May 1, 1863	\$1,000 00	\$500 00	\$.....
" " 1, 1864	13,700 00	.....	.....
" " 1, 1865	30,500 00	18,500 00	1,000 00
" " 1, 1866	58,500 00	57,000 00	34,500 00
Unpaid dividends	1,833 69	1,833 56	1,871 50
Balance due United States	2 90	4,340 60	.....
Dividends payable in Jan.....	38,055 00	45,660 00	60,888 00
	\$143,591 59	\$127,390 16	\$98,259 50
ASSETS.			
Cash	\$20,786 70	\$55,797 59	\$44,303 30
United States bonds	17,000 00	17,000 00	40,000 00
Norwich and Worcester R. R.	1,000 00	1,000 00	.....
Notes on demand with collateral ..	22,600 00	22,025 00	46,325 00
Worcester and Nashua R. R.	15,252 25	17,835 25	17,835 25
Sundry accounts	6,333 07	3,756 79	3,368 13
Iron, Fuel, etc.	57,589 43	54,597 94	71,036 35
Groton Wood lot .....	.....	4,230 62	1,445 87
	\$140,561 45	\$176,243 19	\$224,308 90
Assets over liabilities	\$.....	\$48,858 03	\$126,049 40
Liabilities over assets	3,030 14	.....	.....
BALANCE SHEET NOVEMBER 30.			
Cost of road and equipment	\$1,232,597 63	\$1,204,897 63	\$1,164,897 63
Cash	20,786 70	55,797 59	44,303 30
Bills receivable	40,600 00	40,025 00	86,825 00
Sundry accounts	6,333 07	3,756 79	3,368 13
Worcester and Nashua R. R.	15,252 25	17,835 25	17,835 25
Materials for working the road	57,589 43	54,597 94	71,036 35
Groton Wood lot .....	.....	4,230 62	1,445 87
	\$1,373,159 08	\$1,381,140 82	\$1,388,706 53
Capital stock	\$1,141,000 00	\$1,141,000 00	\$1,141,000 00
Bonds payable	103,700 00	76,000 00	35,500 00
Unclaimed dividends	1,833 69	1,833 56	1,871 50
Dividends Jan. 1	38,055 00	45,666 00	60,888 00
Reserved income	88,567 49	112,750 66	149,447 03
United States .....	.....	2 90	4,340 60
	\$1,373,159 08	\$1,381,140 82	\$1,388,706 48

From the foregoing statement it appears that the increase in earnings in the past over the previous year, has been \$93,220.71, and the increase in working expenses \$33,374.97, in United States taxes \$8,649.92, and in taxes paid the State of Massachusetts \$5,050.01; making the total increase in expenses and taxes \$47,074.90.

The directors congratulate the stockholders upon being the owners of a railroad that is virtually out of debt, having the means to pay the balance of their bonds, all of which are due on the first day of May next, leaving a balance of cash assets in the Treasury amounting to \$53,567.18, and \$72,482.22 in iron, fuel, &c., for carrying on the business of the company, making the total of assets \$126,049.10. Since the road was opened in December, 1848, there has been paid in dividends to stockholders \$1,007,364.13, and \$296,236.53 of the earnings have been used in payment of debts created on account of construction of road and equipment. Since the construction account was closed by a vote of the stockholders in March, 1856, more than forty thousand dollars has been paid from the earnings, and charged to working expenses, for new engines, cars, &c., making the amount of earnings actually used in payment for road and equipment, more than three hundred and thirty-five thousand dollars.

The net earnings the past year, after payment of State and National taxes, amount to twelve dollars per share, or 16 per cent. on the whole amount of the capital stock, and they average from the opening of the road to the present time more than 7 1/2 per cent. on the whole amount of capital stock.

In June, 1850, the debt of the Co. was.	\$467,419.97
And is now	35,500.00
In 1851 the int. paid on the debt was.	21,550.23
" 1865 " received was.....	3,059.91

In consequence of the large increase in the business, it has become necessary to increase the rolling stock of the company, and one new freight engine, two new passenger cars, and 20 eight-wheel freight cars have been ordered, to pay for which a large portion of the reserved cash assets will be required; and should the business continue to increase a further outlay for cars will be necessary.

President.—GEO. S. RICE.

Directors.—Geo. S. Rice, Stephen Salisbury, Alexander DeWitt, Jacob Fisher, Thomas Chase, Asa F. Lawrence, Francis H. Dewey, F. H. Kinnicutt and A. H. Bullock.

Treasurer.—T. W. HAMMOND.

Superintendent.—GEORGE W. BENTLEY.

Journal of Railroad Law.

CITY RAILROADS, RIDING ON THE PLATFORM.—PLAINTIFF'S NEGLIGENCE.

The late case of *Meesel vs. The Lynn and Boston Railroad Company*, lately decided in Massachusetts, is an authority for the doctrine that riding upon the outside platform of a horse railroad car is not such conclusive proof of a want of ordinary care as to prevent a recovery for an injury sustained by being thrown therefrom.

The action was brought to recover damages for an injury sustained by being thrown from a car of the defendants.

It appeared upon the trial that the defendants were a corporation authorized to run cars drawn by horses over a street railway from Boston to Lynn. The evidence tended to show that the plaintiff was a passenger, having paid his fare, upon one of the cars, which was constructed in the usual manner, with a door and platform at each end; that the car was full, and he was told by the conductor to go upon the front platform with the driver, which he did; that five or six other persons were upon that platform; that the plaintiff was holding on to some small irons placed

across the windows for their protection; and that in turning a corner from one street to another, the horses were driven at an unsafe rate of speed, and the wheels left the track, and were thrown back upon it with a violent jerk by coming into contact with a side track, and the plaintiff was thrown from the car, and received the injury complained of. There was upon the car an iron rail, running up the side and across the front of the car, for the purpose of assisting passengers in getting in and out. There was no notice forbidding passengers to ride upon the platform, and the defendants were in the constant habit of permitting persons to ride there, for pay, without objection. The defendants requested the court to instruct the jury that upon the evidence the plaintiff was not in the exercise of such care as would entitle him to recover; that if he chose to ride upon the platform, under the circumstances stated, he rode there at his own risk; and that as a matter of law, he was not entitled to recover. The judge declined so to rule, but submitted the case to the jury, upon the whole evidence, under instructions which were not excepted to.

The jury found for the plaintiff and assessed the damages \$3,500. To the above refusal the defendants alleged exceptions.

CHAPMAN, J.—Upon the evidence which is reported, the defendants requested the court to rule, as matter of law, that the plaintiff was not in the exercise of such care as would entitle him to recover. The court refused to make such ruling but submitted the case to the jury; and to this refusal the defendants except.

There are cases in which the plaintiff's evidence is held to be insufficient in law to establish the fact that he exercised ordinary care; and in such cases the court rule upon it as matter of law, without submitting it to the jury.

In *Garrett vs. Manchester and Lawrence R.R. Co.*, 16 Gray, upon a train drawn by a locomotive engine. He went out upon the platform, and attempted to leave the car while the train was in motion. There being no dispute in respect to these facts. The court held that his conduct was careless. In *Todd vs. Old Colony and Fall River Railroad*, 3 Allen 18, and 7 Allen, 207, the plaintiff was riding in a car, which belonged to a train drawn by a locomotive. He sat upon a seat near an open window, with his elbow resting upon its base, but projecting beyond its external surface. As the train was in motion the part of his arm which projected beyond the window was struck by a substance which was outside the car. It was held to be careless to place his arm in such a position. In *Gahagan vs. Boston and Lowell Railroad* 1 Allen, 187, the plaintiff attempted to cross a freight train drawn by a locomotive engine while it was in motion, by passing between two of the cars, and this was held to be a careless act. The same doctrine was decided in *Lucas vs. New Bedford and Taunton Railroad*, 6 Gray 64. In all these cases the principle decided was, that the evidence was insufficient in law to prove that the plaintiff exercised ordinary care.

It is true that these decisions involved the consideration of facts as to which no evidence was offered. But they were well-known facts in respects to the power, speed and management of railroad trains.

The rule of law on this subject is well stated in

Greenl. Ev. § 6, as follows: "Courts will generally take notice of whatever ought to be generally known within the limits of their jurisdiction." In the cases above cited, it ought to be known by all persons who have anything to do with railroad trains, that it is hazardous and inconsistent with the exercise of ordinary care to leave the seats provided for passengers, and stand upon the platform or attempt to leave the train while it is in motion, or to sit with an elbow projecting beyond the external surface of a window or to cross a moving train by passing between the cars.

But in respect to the facts stated in this report there is no such general knowledge as enables the court to say that the plaintiff did not use due care. On the contrary it is well known that the highest speed of a horse railroad car is very moderate, and the driver easily controls it, and stops the car by means of his voice, his reins and his brake. In turning around an angle from one street to another, passengers are not required to expect that he will drive at a rapid rate; but on the contrary might reasonably expect a careful driver to slacken his speed. The seats inside the cars are not the only places where the managers of the train expect passengers to remain, but it is notorious that they stop habitually to receive passengers to stand inside till the car is full, and then to stand upon the platform till they are full, and continue to stop and receive them even after there is no place for them to stand except on the steps of the platforms. Neither the officers of these corporations nor the managers of the cars nor the travelling public, seem to regard this practice as hazardous, nor does experience thus far seem to require that it should be restrained, upon the ground of its danger. There is therefore, no basis upon which the court can decide upon the evidence reported, that the plaintiff did not use ordinary care. It was a proper case to be submitted to the jury upon the special circumstances which appeared in evidence, as was done in *Spofford vs. Harlow* 3 Allen, 176.

Exceptions overruled.

Wilmington and Reading Railroad.

The Wilmington and Reading proposes to leave the Reading railroad at Birdsboro, forty-nine miles from Philadelphia, and will reach Wilmington in a distance of fifty to fifty-three miles—fifty miles if the route by Unionville is taken, and fifty-three if the route is down the Brandywine.

The difference in grades will add six cents to the cost of transporting a ton of coal to Wilmington over that of carrying it to Richmond wharves.

When we take into consideration that Wilmington is thirty-seven miles below Richmond, is below the Horse-shoe Bend, and generally below the point of ice blockade, is it unreasonable to expect, in view of a continued increase in the anthracite trade, that Wilmington will become in a few years a shipping port of some importance, both for anthracite and bituminous coals?

It is argued by some that the tendency of trade is to concentrate the coal shipping about large cities, by others that State and city pride will prevent the coals of Pennsylvania from being shipped at any point except Philadelphia.

Why should this be so? Wilmington is emphatically tributary of Philadelphia, and the growth of Wilmington is the growth of Philadelphia.

By a comparison of distances from Pottsville, by way of the Reading railroad and Philadelphia (the present route of supply), and by way of the Wilmington and Reading railroad, it may be shown that our road must furnish anthracite coal to all consumers on the different roads it will intersect, both eastward and westward, as follows:

On the whole extent of the East Brandywine railroad from Waynesboro to Downingtown, and thence eastward on the Chester Valley railroad to a distance of twelve miles before being met by the supply coming westward from Norristown; on the Pennsylvania Central railroad from a point twenty-nine miles east of Downingtown to twenty-three miles west of Coatesville, or fifty-eight miles. By means of a short branch connecting with West Chester and the Media road we must furnish coal to West Chester, and as far east as to within six miles of Philadelphia, or twenty-three miles.

On the Baltimore Central railroad the range will be from its eastern end westward to within three miles of Port Deposit; in fact making Port Deposit almost as good a shipping point for the coal of Schuylkill county as for that of the Susquehanna region. On the Philadelphia, Wilmington and Baltimore railroad, coal will be carried eastward to Chester, and westward a distance of twenty-eight miles before it can be met by the supply coming from the Susquehanna.—*Wilmington (Del.) Republican.*

Finances of Massachusetts.

From the Report of the Auditor of the State of Massachusetts, it will be seen that the total receipts into the Treasury, for the year ending December 31, 1865, were \$24,876,163 77, of which \$1,534,985 22 was a balance from the previous year, and the disbursements for the same period were \$23,916,790—leaving a balance of \$959,373 67.

The receipts for 1866 are estimated at \$1,400,000, and the disbursements at \$4,400,000—leaving \$3,000,000 to be provided for by taxation or otherwise. In this estimate no provisions has been made for the expenses of the Hoosac Tunnel, and the Troy and Greenfield Railroad; during the last year these expenses were met by a temporary loan of \$800,000.

Of the total receipts, \$7,268,661 96 accrued on account of ordinary revenue; and \$16,072,516 59 on account of trust and other funds, including deposit and temporary loans. Of the total payments, there was disbursed on account of expenses payable from the ordinary revenue, \$6,604,127 91, and on account of various funds, \$17,312,662 09. It should be understood that of the total amount of revenue received, upward of \$1,000,000 is to be refunded to the cities and towns on account of the corporation tax.

The total debt of the State on the 1st of January, 1866, was \$23,047,873, an increase of \$1,582,468 during the year.

The total military expenditure of the State was \$6,244,933 68, of this \$5,863,188 69 was used in the payment of bounties and other expenses. The amount chargeable to the United States is \$3,545,028 48, of which \$1,934,314 has been reimbursed, \$621,435 is awaiting draft, and \$989,273 remains unadjusted. This account, though large, is less than a sixteenth part of the expenditure of Massachusetts, including that incurred by her municipalities in the payment of bounties and other war expenses, that of the latter amounting to full twenty-four millions, and that of the former to thirty millions, making the expenses actually paid on account of the war to have exceeded fifty-four millions.

The amount expended for charitable purposes in 1865, was \$370,957.

All the banks originally organized under the general banking law of this State have now ceased to exist, *de facto*, having become National institutions under the laws of the United States. Their

State circulation has been called in and destroyed with such rapidity that the amount outstanding, Jan. 1, 1866, was only \$142,950, for which the Auditor's Department held first class securities amounting to \$174,500.

The expenses for reformatory and correctional purposes amounted to \$216,092.

Railways of the United Kingdom.

The Board of Trade returns present the following details relative to railways during the last sixteen years. The mileage calculations of the number of passengers and money receipts as here given by the Board of Trade are not strictly accurate, as the number of miles open at the close of the year are used as the divisor, while the traffic figures relate to the whole year:

Miles.	Total Capital of Lines Paid up (\$h's.) open at Loans, &c.) at the end of the end of each Yr.	Number of Passengers conveyed (including season ticket holders.)	Total.	Per Mile.	No.	No.	Total of Traffic Receipts.	Total.	Per Mile.	Total.	Working Expenses.	Net Receipts.
1849.....	6,031	229,747,778	63,841,539	10,585	11,806	498	1,987	11,806	498	1,987	1,987	1,987
1850.....	6,621	240,270,745	72,884,422	11,083	13,204	668	1,994	13,204	668	1,994	1,994	1,994
1851.....	6,890	248,240,896	85,391,095	12,809	14,997	459	2,176	14,997	459	2,176	2,141	2,141
1852.....	7,386	264,155,672	89,135,729	12,150	15,10,554	2,141	2,141	15,10,554	2,141	2,141	2,141	2,141
1853.....	7,686	273,324,514	102,256,660	13,818	18,085	870	2,846	18,085	870	2,846	2,846	2,846
1854.....	8,054	286,058,794	11,205,107	13,807	20,216	724	2,510	20,216	724	2,510	2,510	2,510
1855.....	8,280	297,684,709	14,505,185	14,823	21,507	599	2,597	21,507	599	2,597	2,597	2,597
1856.....	8,707	307,595,086	129,347,592	14,866	23,165	491	2,660	23,165	491	2,660	2,660	2,660
1857.....	9,094	315,157,258	189,008,888	15,395	24,174	610	2,659	24,174	610	2,659	2,659	2,659
1858.....	9,452	325,376,507	189,138,699	14,587	18,656	749	2,516	18,656	749	2,516	2,516	2,516
1859.....	10,002	334,362,928	149,807,148	14,980	25,743	520	2,573	25,743	520	2,573	2,573	2,573
1860.....	10,433	348,130,127	168,488,572	15,669	27,766	622	2,661	27,766	622	2,661	2,661	2,661
1861.....	10,869	362,237,388	178,773,218	15,988	28,565	355	2,628	28,565	355	2,628	2,628	2,628
1862.....	11,551	386,218,438	180,486,727	16,625	2,628	14,268	14,268	2,628	14,268	14,268	14,268	14,268
1863.....	12,322	404,155,802	204,699,466	16,612	31,156	397	2,660	31,156	397	2,660	2,660	2,660
1864.....	12,789	425,488,438	229,348,664	17,933	34,015	564	2,608	34,015	564	2,608	2,608	2,608

Note.—The total Capital includes subscriptions by some of the railway companies to other undertakings, and was in excess of the sum paid up by £13,095,985 in 1863.

Southern Pennsylvania Railroad.

The Southern Pennsylvania Railroad, is now, we believe, located and ready for allotment of work to contractors. The road will be built east to the Cumberland Valley Railroad, which latter, we hope, it will absorb by merger, and thereby, whilst carrying the Southern Pennsylvania Railroad east to Harrisburg, will at the same time infuse new ideas, new vitality, new usefulness into the Cumberland Valley Railroad, which, for the interests of the Cumberland Valley, ought to be absorbed by consolidation with the Southern Pennsylvania Railroad, which would then have its eastern terminus on the Susquehanna river and its western terminus at Connellsville or the Ohio river.—U. S. R. R. & Mining Reg.

A branch of the Baltimore and Ohio Railroad, from a place near the Point of Rocks to Washington county, Maryland, is about to be constructed. This will open the rich valley of the Cumberland to the Baltimore market, and give increased supplies of wheat and flour. There are now three hundred locomotives and four thousand cars on the Baltimore and Ohio road, and still the amount of freight offering is far in advance of the means of getting it forward. The company is making exertions to meet this enormous demand. The bridges over the Ohio at Parkersburg and Bellair are making rapid progress. The Parkersburg branch is daily improving, so that the oil of West Virginia will find an easy outlet eastward.

The Philadelphia and Erie and the Pennsylvania Railroad Companies have applied for a special injunction to prevent the Catawissa railroad Company from crossing the road of the Philadelphia and Erie Company to connect with Oil Creek Railroad at one terminus thereof, and at the other terminus with any road chartered by the State of New York. The bill also charges that the purpose of the defendants is to construct a road by which the trade of the oil regions is to be deflected from Philadelphia to New York.

The total indebtedness of the State of Delaware is \$110,000, except 170,000 in bonds issued to the Delaware Railroad Company, as security for which there is a mortgage on the road, guaranteed by the Philadelphia, Wilmington and Baltimore Railroad Company. The total amount of tax paid by the Philadelphia, Wilmington and Baltimore Railroad for eleven months, ending with October was \$19,782 60. The Governor recommends that the Legislature grant authority for converting the state banks into national banks.

In the Maryland senate bills have been reported favorably authorizing the County Commissioners of Washington county to subscribe to the capital stock of the Western Maryland Railroad Company, and also authorizing the Mayor and City Council of Baltimore to subscribe to the capital stock of the Western Maryland Railroad Company to an amount not exceeding \$200,000.

The supplement to the Morris and Essex Railroad Company's charter, ratifying the lease of that company to the Atlantic and Great Western Railway Company, was taken up on its third reading, in the New Jersey State Senate, on Thursday, and after being amended so as to provide that no act heretofore performed by the Morris and Essex Company, of an unlawful character, by way of contracts, should be ratified by this act, passed unanimously.

The Indianapolis Journal says that the Louisville, New Albany and Chicago Railroad Company offer at private sale the unfinished line of the branch road, commenced to be constructed by said company from the town of Gosport, in Owen county, toward that city. The right of way has been procured, and about twenty miles of the line between Gosport and Mooresville is in a great part graded and bridged.

Mr. J. H. POTTER has been appointed Superintendent of the Sandusky, Dayton and Cincinnati Railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.				COPPER STOCKS.				IRON, COAL, ETC., STOCKS.				GOLD, SILVER, ETC., STOCKS.			
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.
COPPER:				COPPER:				IRON:				GOLD, SILVER, AND QUICKSILVER:			
Actor	Ca. 200,000	5		Jefferson	L. S. 20,000	—	—	Copake	N. Y. 50,000	50	—	Etna (G.)	Col. 50,000	10	—
Actor Vale	Ca. 80,000	5		Keweenaw	" 20,000	4	—	East River	6,000	50	—	Acadia (G.)	N. S. 100,000	3	—
Adventure	L. S. 20,000	—	—	Kickapoo	" 20,000	1	—	George's C'k C. & L.Md.	10,000	100	—	Albion (G.)	" 100,000	—	—
Albany and Boston	" 20,000	—	20	King Phillip	" 20,000	2	—	Harewood	20,000	5	—	Alpine (G.)	Col. 150,000	10	—
Algoma	" 20,000	—	2	Knowlton	" 20,000	1	—	Kahadlin	Me. 3,000	100	—	Alps (G.)	" 100,000	5	—
Alliance	Ca. 200,000	2	—	Lafayette	Ca. 200,000	1	—	Lake Superior	L. S. 20,000	25	—	American	" 200,000	2	—
Allouez	L. S. 20,000	—	1	Lake	" 20,000	1	—	Massachusetts	25,000	1	—	Am. & Mex. (S.)	N. M. 10,000	—	—
American	Ca. 200,000	24	—	Lafayette	" 20,000	1	—	Mount Pleasant	Pa. 10,000	50	—	Am. Pioneer	A. T. 2	—	—
Amygdaloid	L. S. 20,000	—	25	Lake	" 20,000	1	—	Teal Lake	L. S. 20,000	10	—	Arizona (Silver)	" " 10,000	—	—
Annapolis	Md. 50,000	10	—	Lafayette	" 20,000	1	—	Tyson	20,000	10	—	Atlantic (G.)	N. S. 100,000	2	2
Araxus	Ariz. T. 10,000	100	—	Lake	" 20,000	1	—	Amenia	N. Y. 100,000	5	—	At. & Pac. (G. & S.)	Nev. 50,000	10	33
Ascot	Ca. 20,000	20	—	Lafayette	" 20,000	1	—	Bucks County	Pa. 50,000	5	—	Bay State (G.)	Col. 200,000	5	—
Astor	L. S. 20,000	—	1	Lafayette	" 20,000	1	—	Canada	Ca. 50,000	5	—	Beacon (G.)	N. S. 200,000	2	—
Atlas	" 20,000	—	2	Lafayette	" 20,000	1	—	Clute	—	—	Benton (G.)	Col. 100,000	5	460	
Aztec	" 20,000	—	3	Lafayette	" 20,000	1	—	Crystal Lake	—	—	Black Hawk (G.)	" 50,000	100	—	
Balt. and N. C.	N. C. 24,000	5	—	Lafayette	" 20,000	1	—	Erie	21	—	Boston (G.)	" 10,000	50	106	
Bare Hill	—	—	120c	Lafayette	" 20,000	1	—	Gay's River	100,000	2	—	Briggs (G.)	" 10,000	100	—
Bay State	L. S. 20,000	—	10	Lafayette	" 20,000	1	—	Hampton	100,000	5	—	Bullion (G.)	" 200,000	25	—
Beaver	" 20,000	—	1	Lafayette	" 20,000	1	—	Keystone	Pa. 1	—	Burroughs (G.)	" 100,000	10	—	
Bedford	Ca. 125,000	5	—	Lafayette	" 20,000	1	—	Lancaster	" 24	—	Canadian (G.)	Ca. 200,000	2	506	
Black River	" 200,000	24	—	Lafayette	" 20,000	1	—	Macomb	N. Y. 100,000	5	—	Central (G.)	Col. 50,000	20	174
Bohemian	L. S. 20,000	—	74	Lafayette	" 20,000	1	—	Mineral Point	—	—	Chaudiere (G.)	Ca. 100,000	5	906	
Bolton	Ca. 20,000	5	—	Lafayette	" 20,000	1	—	Mount Hope	N. Y. 80,000	5	—	Chebucto	N. S. 100,000	5	650
Boston	L. S. 20,000	—	75c	Lafayette	" 20,000	1	—	National	—	—	Colonial (G.)	Ca. 100,000	24	250	
B. and Corinth	Vt. 20,000	10	—	Lafayette	" 20,000	1	—	New Jersey	N. J. 12,000	100	—	Colorado (G.)	Col. 50,000	10	34
Brooklyn	L. S. 20,000	—	2	Lafayette	" 20,000	1	—	N. Y. & Boston	N. Y. 100,000	5	—	Consol. Greg'y (G.)	Col. 50,000	100	94
Brome	Ca. 100,000	5	—	Lafayette	" 20,000	1	—	Oswegatchie	Ca. 100,000	5	—	Copainshe (G.)	" 200,000	20	—
Cabot	L. S. 20,000	—	1	Lafayette	" 20,000	1	—	Placentia Bay	N. F. 5	—	Corsairne (G.)	" 100,000	10	6	
Caledonia	" 20,000	—	5	Lafayette	" 20,000	1	—	Ramsey	Ca. 20,000	25	—	Corydon (G.)	" 100,000	25	1
Cambridge	" 20,000	—	15c	Lafayette	" 20,000	1	—	Rossie	" 100,000	5	—	Day & Bushnell (G.)	Col. 300,000	10	—
Canada	Vt. 100,000	4	90c	Lafayette	" 20,000	1	—	Shawangunk	N. Y. 100,000	5	—	Denver (G.)	Ca. 50,000	20	124
Carp Lake	L. S. 20,000	—	14	Lafayette	" 20,000	1	—	Sussex	N. J. 50c	—	El Dorado (G.)	Nev. 100,000	5	—	
Cascade	" 20,000	—	40	Lafayette	" 20,000	1	—	Union	100,000	5	—	Empire (S.)	" " 100,000	—	—
Central	" 20,000	—	16c	Lafayette	" 20,000	1	—	Walkill	N. Y. 10c	—	Empress (S.)	" " 100,000	—	—	
Champlain	Ca. 200,000	1	—	Lafayette	" 20,000	1	—	Coal & ANTHRAZITE:	—	—	Eureka (G.)	Cal. 100,000	24	—	
Chatham	" 200,000	2	—	Lafayette	" 20,000	1	—	American	Pa. 37,500	25	—	Excelsior (G.)	Col. 30,000	10	124
Chaudiere	" 200,000	1	—	Lafayette	" 20,000	1	—	Ashburton	" 50,000	50	—	Frankfort (G.)	—	100,000	2
Chester	" 200,000	1	—	Lafayette	" 20,000	1	—	Atlantic & G. C. Md.	—	—	Garrison's (G.)	Col. 100,000	5	—	
Cheticamp	30,000	5	—	Lafayette	" 20,000	1	—	Baltimore	—	—	Gilbert River (G.)	Ca. 100,000	5	1	
Chippewa	L. S. 20,000	—	14	Lafayette	" 20,000	1	—	Bear Valley	" 40,000	124	—	Gilpin (G.)	Col. 100,000	5	14
Cleveland	Ca. 100,000	5	—	Lafayette	" 20,000	1	—	Beaver Meadow	Pa. 100,000	50	—	Gold	" 100,000	5	34
Cliff	L. S. 20,000	—	16c	Lafayette	" 20,000	1	—	Belmont	" 10,000	50	—	Gold Field	" 50,000	10	—
Clifton	" 20,000	—	1	Lafayette	" 20,000	1	—	Big Mountain	Pa. 10c	—	Gold Hill	" 50,000	10	—	
Collin	" 20,000	—	104	Lafayette	" 20,000	1	—	Blackhall	N. S. 8,000	25	—	Gold River	" 100,000	3	—
Columbian	" 20,000	—	5c	Lafayette	" 20,000	1	—	Boston & Pictou	" 100,000	5	—	Gould & Curry (G. S.)	N. 300,000	10	—
Consolidated	" 20,000	—	5	Lafayette	" 20,000	1	—	Bridgeport	Pa. 30,000	10	—	Gunnell (G.)	Col. 300,000	10	506
Copper Falls	" 20,000	—	244	Lafayette	" 20,000	1	—	Broad Mountain	" 30,000	10	—	Halifax (G.)	N. S. 200,000	2	—
Copper Harbor	" 20,000	—	1	Lafayette	" 20,000	1	—	Butler	—	—	Harmo (G. & S.)	Nev. 100,000	10	—	
Copper Hill	" 20,000	—	16c	Lafayette	" 20,000	1	—	Cape Breton	N. S. 200,000	24	—	Hope (G.)	" 80,000	25	10
Copperas Hill	" 20,000	10	—	Lafayette	" 20,000	1	—	Carbondale	Pa. 10c	—	Isabella (G.)	Col. 100,000	5	660	
Cornwall	Vt. 100,000	2	—	Lafayette	" 20,000	1	—	Central	—	—	Kennebec (G.)	Ca. 100,000	5	—	
Dacotah	L. S. 20,000	—	6	Lafayette	" 20,000	25	—	Fulton	" 60,000	5	—	Lake (G.)	Col. 100,000	1	—
Dana	" 20,000	—	34	Lafayette	" 20,000	2	—	Continental	" 10,000	50	—	Lake Major	N. S. 12,000	50	—
Deep River	N. C. 5	—	16c	Lafayette	" 20,000	3	—	Coal Brook	" 4,000	50	—	Liberat (G. & S.)	Mex. 100,000	5	14
Delaware	L. S. 20,000	—	10	Lafayette	" 20,000	3	—	Georgetown	" 10,000	50	—	Manhattan (G.)	Col. 100,000	10	—
Derby	" 20,000	—	14	Lafayette	" 20,000	5	—	International	N. S. 20,000	50	—	Mariposa (G.)	Cal. 100,000	100	13
Devon	" 20,000	—	1	Lafayette	" 20,000	5	—	Lafayette	" 3,000	100	—	Massachusetts (G.)	Ca. 500,000	5	50
Dorchester	" 20,000	—	6	Lafayette	" 20,000	5	—	Locus Mountain	" 2,000	100	—	Mex. Pac. (G. & S.)	Mex. 100,000	100	—
Douglas	" 20,000	—	7	Lafayette	" 20,000	5	—	Loyalty	" 4,000	100	—	Montague (G.)	N. S. 80,000	10	—
Dover	Ca. 200,000	1	—	Lafayette	" 20,000	5	—	McKee	" 2,500	50	—	Montezuma (G. S.)	N. 100,000	5	14
Dudley	L. S. 20,000	—	76c	Lafayette	" 20,000	5	—	Mill Creek	Pa. 2,000	50	—	Mt. Alpine (G.)	Col. 250,000	5	—
Dunham	Ca. 200,000	2	—	Lafayette	" 20,000	10	—	Narragansett	R. I. 8,000	10	—	Mt. Vista (G. & S.)	Nev. 50,000	10	—
Durham	" 200,000	5	—	Lafayette	" 20,000	1	—	North & Luzerne	" 20c	—	New Gregory (G.)	" 60,000	10	24	
Eagle River	L. S. 20,000	—	2	Lafayette	" 20,000	1	—	Locust Mountain	" 4,000	100	—	New York (S.)	" 100,000	10	10c
El Dorado (Silver)	" 20,000	—	5	Lafayette	" 20,000	1	—	Macan	" 2,000	100	—	Nova Scotia (S.)	" 100,000	2	17c
Esoot	Ca. 25,000	20	—	Lafayette	" 20,000	5	—	Mahanoy	" 1,000	20	—	Oldham (G.)	" 100,000	2	—
Esex	—	200,000	—	Lafayette	" 20,000	5	—	Metropolitan	" 100	—	Otate (S.)	Mex. 100,000	—	—	
Etna	L. S. 20,000	—	12c	Lafayette	" 20,000	5	—	Middle Coal Fields	" 2,500	50	—	Palma (S.)	" " 100,000	—	—
Eureka	" 20,000	—	2	Lafayette	" 20,000	5	—	Minford	Pa. 2,000	50	—	Peak (G.)	N. S. 100,000	5	—
Everett	" 20,000	—	5*	Lafayette	" 20,000	5	—	Narragansett	R. I. 8,000	10	—	Peninsular (S.)	L. Cal. 50,000	50	—
Evergreen Bluff	" 20,000	—	12	Lafayette	" 20,000	5	—	New Creek	Pa. —	—	Picache (S.)	A. T. 50,000	50	—	
Flint-Steel	" 20,000	—	13	Lafayette	" 20,000	5	—	North. & Luzerne	" 20c	—	Pontiac (G.)	Col. 50,000	20	—	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: valt. in single track.		Equipment. In progress or projected		Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.	Earnings.	Dividends on paid capital.	Far Value.	Market Price.
	m.	m.	No	No	N	Cars.	1-horse.					
MASSACHUSETTS.												
30 Nov. '64	3.36	—	—	—	Boston and Chelsea	110,000	110,000	—	\$	41	—	—
30 Nov. '64	4.52	—	179	28	Broadway, Boston	256,257	250,000	26,482	8,800	7,409	6	7
30 Nov. '64	27.43	—	—	—	Cambridge	734,671	727,800	150,000	94 (Union Co.)	15,895	8	45
30 Nov. '64	7.5	—	—	—	Dedham and West Roxbury	41,000	—	—	—	—	—	92
30 Nov. '64	1.41	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660 (Metro poli'n)	6	—	46
30 Nov. '64	2.80	—	26	6	Lowell (Horse)	48,894	40,129	—	3,590	11,062	766	—
30 Nov. '64	11.75	—	200	31	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8
30 Nov. '64	3.41	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,307	—	25
30 Nov. '64	2.97	—	—	—	Medford and Charlestown	35,000	23,000	11,000	(Middl sex)	50	—	—
30 Nov. '64	31.85	—	841	140	Metropolitan (Boston)	1,420,141	1,176,075	218,487	580,043	49,981	6	49
30 Nov. '64	6.84	—	263	41	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	45
30 Nov. '64	5.69	—	75	9	Quincy	135,243	71,000	56,533	31,533	28,510	1,369	—
30 Nov. '64	6.75	—	66	15	Salem & South Danvers	173,980	180,000	—	26,800	37,017	—	25
30 Nov. '64	2.68	—	—	—	Somerville	50,000	50,000	—	(Middl sex)	5	—	—
30 Nov. '64	2.50	—	10	2	Stoneham street (Boston)	35,300	32,900	—	7,454	—	—	—
30 Nov. '64	6.74	—	—	—	Suburban	95,500	5,000	—	(Middl sex)	—	—	—
30 Nov. '64	6.00	—	70	—	Suffolk (Boston)	(Sold to Metro)	Aug. 1, '64	34,198	1,261	—	—	—
30 Nov. '64	—	—	411	63	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	864
30 Nov. '64	1.58	—	—	—	West Cambridge	18,600	13,600	—	(Lea sed)	6	—	47
30 Nov. '64	2.25	—	—	—	Winnisimmett	62,154	60,000	—	939	21,389	—	—
30 Nov. '64	11.60	—	59	8	Worcester	86,657	75,800	—	53,668	25,453	—	—
CONNECTICUT.												
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—
NEW YORK.												
30 Sep. '64	10.76	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6
30 Sep. '64	14.33	—	78	—	Broadway & 7th Avenue	3,293,245	210,000	120,000	75,000	96,551	18,965	100
30 Sep. '64	7.00	2.80	—	10	Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000	44,000	15,831	2,942	55
30 Sep. '64	24.00	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,866	9
30 Sep. '64	56.18	1.90	140	—	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	84
30 Sep. '64	11.75	4.00	—	28	Brooklyn City and Newtown	531,784	386,000	200,000	19,144	82,049	4,162	—
30 Sep. '64	0.09	0.41	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—
30 Sep. '64	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—
30 Sep. '64	25.00	—	—	—	Brooklyn, E. N. Y. & R'kwy	90,000	60,000	25,000	15,000	—	—	—
30 Sep. '64	23.00	—	—	—	Buffalo Street	33,500	15,000	18,500	—	—	—	—
30 Sep. '64	—	—	—	—	Canarsie, Bklyn & Windf'd	—	—	—	—	—	—	—
30 Sep. '64	10.00	3.00	99	12	Central City (Syracuse)	1,330,302	781,350	550,000	—	327,713	30,493	100
30 Sep. '64	17.25	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—
30 Sep. '64	6.00	—	6.00	—	East & North River (N. Y.)	650	650	—	—	—	12	100
30 Sep. '64	18.50	1.00	—	101	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12
30 Sep. '64	12.00	1.00	50	—	42d st. & Grand st., Ferry	951,570	660,000	261,800	33,282	178,056	22,293	—
30 Sep. '64	4.52	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	8	—	—
30 Sep. '64	10.00	—	17	—	Grand St. & Newtown (W'g)	451,154	795,360	67,000	90,108	loss	100	—
30 Sep. '64	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—
30 Sep. '64	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	Rochester City & Brighton	237,898	134,000	91,000	10,000	47,739	—	—
30 Sep. '64	16.00	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	100
30 Sep. '64	8.37	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,300	14,753	5
30 Sep. '64	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180,000	35,000	844,701	171,587	12
30 Sep. '64	—	—	—	—	Troy and Cohoes	50,000	—	—	—	—	—	240
30 Sep. '64	6.50	9.00	—	18	Utica City	193,945	124,500	65,500	7,000	18,295	loss	—
30 Sep. '64	1.50	—	3	—	V. Brunt st. & ErieBaa (Buff.)	62,000	50,000	12,000	—	10,356	2,380	—
30 Sep. '64	12.00	—	8	—	Williamsburgh & Coney Is'd	15,000	15,000	—	—	—	—	—
Dec. '62	5.32	—	7	—	New Jersey	—	—	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—
Dec. '62	10.47	—	—	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	2,986	3
31 Dec. '63	17.00	—	150	22	Jersey City & Bergen Point	411,000	211,000	200,900	—	71,050	19,183	50
31 Dec. '62	5.80	—	8	—	Orange and Newark	100,000	40,000	60,000	—	—	—	—
31 Oct. '64	—	—	—	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—
PENNSYLVANIA.												
31 Oct. '64	7.89	—	142	24	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40
31 Oct. '64	8.13	—	135	17	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8
31 Oct. '64	4.12	—	12	2	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—
31 Oct. '64	4.38	—	119	20	Fairmount & Arch st. (Phila.)	194,618	200,000	—	27,895	77,533	5,901	74
31 Oct. '64	16.74	—	267	40	Frankford & Southw'k (Ph.)	759,261	490,580	200,000	18,500	251,897	81,029	8
30 Nov. '64	23.23	—	233	39	Germantown	377,824	112,245	250,000	—	116,540	41,534	25
31 Oct. '64	8.40	—	120	25	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	124
31 Oct. '64	8.73	—	236	33	Green & Coates st. (Phila.)	322,954	150,000	98,000	—	166,776	51,494	20
31 Oct. '64	11.00	—	16	16	Hestonv, Mantua & Fair'mnt	100,000	60,000	40,000	—	59,473	3,929	35
31 Oct. '64	—	—	108	16	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	11
31 Oct. '64	11.17	—	—	—	North Philadelphia	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	Oakland (Pittsburg & E. L.)	29,500	20,500	—	—	37,905	1,491	—
31 Oct. '64	10.57	0.52	60	10	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2
31 Oct. '64	7.04	—	115	18	Pittsab, Alleghany & Manch'r	98,921	76,000	35,000	4,964	67,930	6,096	—
31 Oct. '64	4.61	—	71	12	Pittsburg and Birmingham	65,358	48,000	22,600	5,368	58,006	16,984	4
31 Oct. '64	6.16	—	129	22	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	18
31 Oct. '64	5.20	—	—	—	Richmond & Schuykill (Ph.)	130,000	100,000	30,000	—	—	—	6
31 Oct. '64	7.78	—	58	10	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	174
31 Oct. '64	19.46	—	423	65	Second & Third st. (Phila.)	478,202	203,757	172,000	—</			

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Interest.				DESCRIPTION OF SECURITIES.	Interest.			
	Amounts outstanding, Dec. 31, 1885	Periods.	WHEN DUE.	Market Price.		Amounts outstanding.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	"11-'76 107
Loan of Jan. 28, 1847 registered	\$2,415,250	6	Jan. & July.	1867 123	" " " " "	600,000	5	" 77-'75 96	
Loan of March 31, 1848 registered	8,908,342	6	" " " " "	1868 120	Bounty Fund Loan "	500,000	5	May & Nov.	1893 92
Texas Indemnity, of Sep. 9, 1850 coupon	726,000	5	" " " " "	1868 125	Coast Defence Loan "	1,000,000	5	" 1883 98	
Loan of June 14, 1858 registered	20,000,000	5	" " " " "	1865 95	Back Bay Loan "	168,000	5	" 1880 92	
" " " " coupon		5	" " " " "	1874 95	Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878 92
Loan of June 22, 1860 registered	7,022,000	5	" " " " "	1874 97	Canal Loan (sink'g fd)	100,000	6	" 1879 92	
" " " " coupon		5	" " " " "	1871 97	— War Loan (" ") "	567,000	7	" 1886 100	
Oregon War Debt of March, 1861 coupon	1,016,000	5	" " " " "	1871 96	Redemption P'n (" ") "	2,000,000	6	" 68-'88 100	
Loan of Feb. 8, 1861 registered	18,415,000	Yearly.		1881 102	Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867 102
" " " " coupon		Jan. & July.		1881 102	" " " (Indian war). "	100,000	7	" 1871 92	
Loan of July 17, & Aug. 5, 1861 registered	284,230,500	6	" " " " "	1881 103	" " " (Railroads). "	2,275,000	7	" 1883 77	
Loan of Feb. 25, 1862 (5-20s) registered	514,780,000	6	" " " " "	1881 103	Mississippi—State bonds (Banks). coupon	2,000,000	6	April & Oct.	1863 77
" " " (5-20s) coupon		6	" " " " "	1881 103	Missouri—Bank Stock Loan of 1857	63,000	5	Jan. & July.	1863 77
Loan of March 3, 1865 (5-20s) registered	50,590,300	6	" " " " "	1881 104	" " " " "	195,000	6	" 1863 77	
Bonds, Central Pacific R. R. Co.	2,362,000	6	" " " " "	1882 102	Capitol Loan of 1857 "	40,000	6	" 1863 77	
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	" " " " "	1882 103	Renewal Loan of 1853 "	200,000	6	" 1863 77	
Loan of March 3, 1864 (10-40s) registered	172,770,100	6	" " " " "	1882 102	R. R. Loans: Pacific R. R. coupon	7,000,000	6	" 1863 77	
" " " " coupon		5	" " " " "	1882 102	S. W. Branch "	4,500,000	6	" 1871 92	
Loan of March 3, 1864 (5-20s) registered	100,000,000	5	" " " " "	1882 102	H. & St. Joseph "	3,000,000	6	" 1871 92	
" " " " coupon		5	" " " " "	1882 102	M. Missouri "	4,350,000	6	" 1871 92	
Treasury Notes of July 17, 1861 coupon	240,500	5	" " " " "	1882 102	Iron Mountain "	2,501,000	6	" 1871 92	
" June 20, '64 & Mar. 3, '65—1st series	300,000,000	7.3 April & Oct.		1882 102	C. & Fulton "	650,000	6	" 1871 92	
" March 3, 1865 2d series	300,000,000	7.3 Feb. & Aug.		1882 102	Platte Co. "	700,000	6	" 1871 92	
" " " 1865 3d series	280,000,000	7.3 Jun. & Dec.		1882 102	Revenue bonds "	431,000	9	June & Dec.	1864-'66
Debt Certificates	60,667,000	6	" " " " "	1882 102	State Defense warrants "	780,000	6	Feb. & Aug.	1876 98
One & Two Year Treasury Notes (legal tender)	8,536,000	5	" " " " "	1882 102	Notes "	200,000	6	" 1876 98	
Three Year's Compound Interest notes of '64	180,012,141	5	" " " " "	1882 102	New Jersey—State stock registered	95,000	6	Jan. & July.	1865-'71 98
United States Notes (greenbacks)	426,231,390	5	" " " " "	1882 102	State bonds (war loan). coupon	531,320	6	" 1871 92	
Fractional currency	26,000,000	6	" " " " "	1882 102	" " " (" ") "	200,000	6	" 1871 92	
STATE LOANS.				1882 102	New York—General F'd: Astor Debt.	561,500	5	Jan. & July.	1875 98
Alabama—State bonds coupon	3,422,000	5	Jan. & July.	1877	Deficiency Loans.	348,107	5	" 1875 98	
Arkansas—State bonds (R. R. B'k) coupon	899,000	6	No interest	1868	" " " " "	900,000	5	May & Nov.	1868 100
" " " (B'k of State) "	610,000	6	paid for	1868	" " " " "	442,961	6	Jan. & July.	1868 100
" " " (" ") "	38,000	5	many yrs.	1868	" " " " "	1,189,781	6	" 1868 100	
California—Civil bonds of 1857 coupon	3,127,500	7	Jan. & July.	1875 118	" " " " "	1,300,000	6	" 1868 100	
" " " 1860 "	198,500	7	" " "	1880	Comptroller's b'nds	28,688	5	" 1870 98	
" " " War bonds "	610,064	7	" " "	1872	" " " " "	11,060	5	d'm'd.	
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July.	17-'82 90	" " " " "	14,230	5	d'm'd.	
" " " " "	1,000,000	6	" " "	1882 94	Railroad Loans	421,000	6	J. A., J., & O.	1864 100
Florida—State bonds coupon	143,000	7	" " "	1882 94	" " " " "	287,700	4	" 1864 100	
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	" " " " "	68,000	5	Feb. & Aug.	1876 98
" " " (R. R. & B'k) "	2,073,750	6	" " "	1882 90	" " " " "	28,000	5	J. A., J., & O.	1865 98
" " " (R. R.) "	525,000	7	" " "	1872	" " " " "	320,000	6	Jan. & July.	1867 98
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870 98	" " " " "	100,000	5	" 1867 98	
" " " interest stock "	1,322,085	6	" " "	1877 98	Canal Fund Loans	6,922,274	5	" 1867 98	
" " " bonds "	737,222	6	" " "	1860 86	" " " " "	15,889,025	6	" 1867 98	
" " " Refunded stock coupon	2,187,000	6	" " "	1860 86	" " " " "	1,200,000	6	Various	1864 98
" " " War bonds "	2,000,000	6	" " "	1879 96	North Carolina—State bonds coupon	9,128,505	6	Var.	1864 98
" " " Canal bonds (sterling) "	1,778,423	6	" " "	1870 97	Ohio—State bonds (foreign debt) coupon	1,268,279	6	Jan. & July.	1860 98
" " " (dollar) "	1,969,397	6	" " "	1870 67	" " " " "	1,015,000	5	" 1865 98	
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886 80	" " " " "	379,866	6	" 1865 98	
" " " " "	2,068,173	24	" " "	1886 80	" " " " "	1,800,000	6	" 1865 98	
Iowa—State stocks coupon	391,000	6	d'm'd.	92	" " " " "	4,095,309	6	" 1865 98	
" " " bonds to School Fund "	122,296	10	May & Nov.	1881 92	" " " " "	2,400,000	6	" 1865 98	
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	" " " " "	125,880	6	" 1865 98	
" " " " "	54,000	7	May & Nov.	1878	" " " " "	1,500	6	" 1865 98	
" " " (domestic) "	68,000	5	July.	1883	" " " " "	279,318	6	" 1865 98	
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	1865-75	" " " " "	2,920,403	6	Yearly.	1865 98
" " " " "	511-91	5	" " "	1861-82	" " " " "	55,372	5	" 1865 98	
Louisiana—State bonds (R. R. etc.) coupon	391,000	10	Annually.	d'm'd.	" " " " "	181,200	4	April & Oct.	1865 98
" " " (R. R. etc.) "	1,371,780	6	May & Nov.	1881 92	" " " " "	10,780,095	5	Jan. & July.	1865 98
" " " special stock "	4,079,500	5	Jan. & July.	1884	" " " " "	8,886,070	5	Feb. & Aug.	1865 98
" " " Deferred stock "	1,216,737	5	" " "	1883	" " " " "	8,600,614	5	Mar. & Sept.	1865 98
" " " special stock "	1,243,000	5	" " "	1883	" " " " "	3,241,988	5	June & Dec.	1865 98
Iowa—State stocks coupon	200,000	5	" " "	1883	" " " " "	210,263	6	Feb. & Aug.	1865 98
" " " (war loan) "	800,000	5	" " "	1883	" " " " "	200,000	4	Jan. & July.	1865 98
" " " bonds to School Fund "	122,296	10	" " "	1883	" " " " "	1,177,890	5	Feb. & Aug.	1864 98
Kansas—State bonds (sinking fund) coupon	146,000	7	" " "	1883	" " " " "	675,029	5	May & Nov.	1864 98
" " " " "	54,000	7	" " "	1883	" " " " "	1,046,629	5	Jan. & July.	1864 98
" " " (domestic) "	68,000	5	" " "	1883	" " " " "	1,568,678	5	" 1864 98	
Kentucky—State bonds coupon	4,800,000	5	" " "	1883	" " " " "	2,277,755	5	" 1864 98	
" " " " "	511-91	5	" " "	1891	" " " " "	1,766,214	5	" 1864 98	
" " " (bank) "	600,000	5	" " "	1891	" " " " "	4,860,000	5	Feb. & Aug.	1875 98
" " " " "	67,500	5	" " "	1891	" " " " "	428,000	5	April & Oct.	1875 98
" " " (war loan) "	2,000,000	5	" " "	1871	" " " " "	400,000	5	" 1875 98	
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	" " "	1871	" " " " "	360,937	5	Jan. & July.	1882 98
" " " (R. R. etc.) "	3,902,000	6	" " "	1871	" " " " "	1,617,990	5	" 1882 98	
" " " (war loan) "	5,398,533	6	" " "	1871	" " " " "	1,078,017	5	Feb. & Aug.	1882 98
Maine—State bonds coupon	670,000	6	" " "	1871	" " " " "	1,310,000	6	May & Nov.	1877 98
" " " (war loan) "	1,000,000	Mar. & Sept.	95	1871	" " " " "	1,125,000	6	Jan. & July.	1882 98
Maryland—State bonds (st'pg conv.) coupon	816,000	5	Jan. & July.	1865	" " " " "	1,264,642	5	Feb. & Aug.	1882 98
" " " (st'pg conv.) "	200,376	5	" " "	1865	" " " " "	484,444	5	May & Nov.	1882 98
" " " (st'pg conv.) "	5,585,555	5	" " "	1865	" " " " "	58,000	6	Jan. & July.	1882 98
" " " (st'pg conv.) inscribed	2,490,569	5	" " "	1865	" " " " "	751,000	6	" 1882 98	
" " " (st'pg conv.) "	500,000	3	" " "	1865	" " " " "	404,000	5	Jan. & July.	1882 98
" " " (st'pg conv.) "	100,000	4	" " "	1868	" " " " "	1,708,017	5	" 1882 98	
" " " (st'pg conv.) "	767,560	5	" " "	1868	" " " " "	1,210,000	6	" 1882 98	
" " " (st'pg conv.) "	369,408	5	" " "	1868	" " " " "	1,264,642	5	" 1882 98	
" " " (st'pg conv.) "	148,711	5	" " "	1868	" " " " "	1,046,629	5	" 1882 98	
" " " (st'pg conv.) "	133,689	6	" " "	1868	" " " " "	1,568,678	5	" 1882 98	
" " " (st'pg conv.) "	3,000,000	6	" " "	1870	" " " " "	2,277,755	5	" 1882 98	
" " " (st'pg conv.) "	35,000	6	" " "	1870	" " " " "	1,766,214	5	" 1882 98	
" " " (st'pg conv.) "	603,333	6	" " "	1870	" " " " "	4,860,000	5	Feb. & Aug.	1875 98
Massachusetts—State b'ds (Western R.R.), stg.	3,995,555	April & Oct.	95	1865	" " " " "	428,000	5	April & Oct.	1875 98
" " " (T. & G.R.R.) "	508,390	6	" " "	1865	" " " " "	400,000	5	" 1875 98	
" " " (T. & G.R.R.) dollar	416,500	6	" " "	1865	" " " " "	1,078,017	5	" 1875 98	
" " " (T. & G.R.R.) "	300,000	5	" " "	1865	" " " " "	1,310,000	6	" 1875 98	
" " " (T. & G.R.R.) "	500,000	5	Jan. & July.	1865-71	" " " " "	1,125,000	6	" 1877 98	
" " " (T. & G.R.R.) "	400,000	6	" " "	1868	" " " " "	2,063,866	5	Var.	1877 98
" " " (T. & G.R.R.) "	150,000	6	" " "	1868	" " " " "	12,799,000	6	Var.	1877 98
" " " (T. & G.R.R.) "	200,000	6	" " "	1870	" " " " "	608,000	5	1890	1877 98
" " " (T. & G.R.R.) "	94,000	6	" " "	1870	" " " " "	48,000	6	1890	1877 98
" " " (T. & G.R.R.) "	200,000	6	" " "	1870	" " " " "	1,865,000	5	1892	1877 98
" " " (T. & G.R.R.) "	247,000	6	June & Dec.	95	Texas—Had no debt in 1861	175,000	6	" 1877 98	
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	Vermont—Inscribed certificates	58,000	6	" 1877 98	
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	State bonds (war loan) coupon	751,000	6	Jan. & July.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	404,000	5	Var.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	1,708,017	5	Var.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	1,210,000	6	Var.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	1,264,642	5	Var.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	1,046,629	5	Var.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	1,568,678	5	Var.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	2,277,755	5	Var.	1870 98
" " " (T. & G.R.R.) "	247,000	6	" " "	1870	" " " " "	1,766,214	5	Var.	1870 98
" " " (T. & G.R.R.) "	247,000</								

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RAILROAD EARNINGS—MONTHLY.

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Atlantic and Great Western :													
1864	207,298	229,041	226,738	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,555	3,709,970
1865	354,755	383,147	449,816	406,980	480,422	521,174	506,523	738,527	677,625	719,911	731,270	599,762	6,938,811
Chicago and Alton :													
1860	55,734	55,123	74,890	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,987	928,641
1861	81,581	75,621	78,361	65,558	75,250	68,761	78,474	126,897	141,174	122,487	104,264	80,295	1,098,464
1862	73,169	98,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,955	1,228,001
1863	109,860	101,856	104,872	122,084	132,301	146,542	149,137	167,948	170,044	170,910	186,569	163,294	1,675,706
1864	100,991	154,418	196,808	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,903	262,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	243,985	315,944	391,574	389,602	355,075	294,804	224,022	3,703,116
Chicago and Rock Island :													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,896	189,049	184,500	146,839	92,873	75,457	1,181,008
1861	88,030	63,975	77,007	76,609	102,183	90,621	88,410	120,542	154,084	152,537	123,319	118,763	1,261,586
1862	120,776	90,607	75,676	78,459	102,385	138,374	119,947	117,088	146,268	161,603	188,796	185,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,080	196,485	201,184	1,950,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	8,006,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,005	384,290	300,707	261,141	190,272	8,222,692
Chicago and Northwestern :													
1868	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,681	767,508	946,707	921,886	749,191	546,069	7,968,980
Cleveland and Toledo :													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,230	780,236
1860	78,170	67,210	86,260	76,082	65,907	55,085	50,386	66,573	84,608	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,268	965,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,878	1,167,544
1863	145,916	146,889	165,780	121,278	103,407	99,569	96,882	95,134	130,551	160,397	145,888	185,920	1,579,509
1864	154,058	176,105	206,329	158,077	125,000	100,000	113,615	154,246	182,110	183,649	184,614	208,291	1,942,993
1865	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Erie :													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	356,114	455,235	465,969	526,608	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	398,409	319,955	477,642	600,124	587,242	561,448	412,723	6,385,424
1861	404,507	391,982	458,560	547,174	506,610	420,063	372,705	419,010	515,948	719,854	734,108	714,211	6,214,182
1862	699,097	601,565	638,006	626,070	587,416	528,842	596,024	618,962	756,421	882,906	903,905	903,869	8,400,334
1863	845,665	839,949	956,445	948,059	848,783	770,148	731,243	687,992	818,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,976	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	15,429,643
1865	908,341	886,089	1,240,026	1,472,120	1,339,279	1,225,528	1,152,803	1,384,126	1,400,887	1,451,217	1,503,903	1,526,915	-----
Hudson River :													
1859	192,161	190,589	175,773	121,123	141,290	115,444	125,305	155,164	156,973	170,157	157,443	232,083	1,928,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	206,343	187,560	159,751	150,808	122,683	114,804	186,299	148,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	292,346	281,442	151,427	159,769	198,442	212,118	239,911	270,088	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,561	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,769	268,049	278,726	306,565	361,800	340,900	340,738	507,552	4,274,556
1865	526,936	418,711	424,870	311,540	351,759	310,049	-----	-----	-----	-----	-----	-----	-----
Illinois Central :													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,208	229,334	192,084	199,488	177,829	189,280	268,983	289,582	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	206,282	261,079	325,785	414,843	410,338	372,593	359,463	8,445,827
1863	299,944	271,085	276,643	289,224	324,687	407,992	343,929	511,305	475,576	496,433	487,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	700,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,804	590,061	531,996	661,548	706,740	621,849	624,968	-----	-----
Marietta and Cincinnati :													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	45,544	512,218
1863	33,203	53,778	60,540	64,306	35,326	40,706	58,704	52,584	77,112	83,056	76,764	68,868	710,225
1864	77,010	74,409	80,901	72,889	88,993	78,097	91,809	90,972	96,078	98,546	96,908	96,453	1,088,166
1865	98,112	86,826	98,503	82,186	78,342	110,186	108,662	112,156	120,051	117,804	114,512	104,587	1,222,017
Milwaukee and Prairie du Chien :													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	130,761	163,615	90,900	44,895	700,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,483	134,726	177,879	180,184	67,920	1,153,407
1862	85,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	61,535	1,163,734	-----
1863	67,180	76,132	44,925	58,177	106,967	111,260	71,587	66,563	155,417	206,056	138,342	112,913	1,247,268
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	188,218	178,526	149,099	117,018	1,711,281
1865	83,183	74,283	70,740	106,859	146,943	224,838	217,159	170,554	228,030	310,595	226,840	-----	-----
Michigan Southern & Northern Indiana :													
1859	104,345	106,828	143,626	145,258	188,084	122,796	101,710	151,170	178,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	184,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,588	178,773	235,660	276,181	231,265	189,077	2,189,077
1862	163,152	163,728	159,555	161,902	150,896	174,002	172,189	216,624	236,566	322,369	3		

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest	Interest.				Description.	Amount	Interest	Interest.						
			When payable.	Where payable.	Due.	Price				When payable.	Where payable.	Due.	Price			
Alabama and Florida :																
Mortgage	\$300,000	7					1867									
Conver. (guar. by Dir.)	150,000	7					1863									
Alabama and Tenn. Rivers :																
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872											
2d Mortgage	225,705	8					1864									
Albany and Susquehanna :																
Mortgage	1,016,739	7	April & Oct.	Albany.	1883											
Alegheny Valley :																
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891											
Atlantic and Gt. Western (N.Y.) :																
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80										
2d Mortgage	593,500	7	" "	"	1882	75										
Atlantic and Gt. Western (Pa.) :																
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81										
2d Mortgage	965,000	7	" "	"	1882	77										
Eastern Coal Fields Branch	400,000	7	" "	"	1882											
Atlantic and Great Western (O.) :																
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97										
2d Mortgage	7	Jan. & July.	"	"	1883	98										
Atlantic and St. Lawrence :																
Dollar Bonds (Coupon)	988,000	8	April & Oct.	Portland.	1866	92										
Sterling Bonds (Coupon)	484,000	8	Nov. & May.	London.	1878	96										
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Box	'68-'70											
Baltimore and Ohio :																
Maryland Sterling B'ds of 1853	8,000,000	5	Ja. Ap. Ju.Oc.	London.	1833											
Mortgage Coupon	" 1853		April & Oct.	Baltimore.	1825	98										
" " 1850	676,000	6	Jan. & July.	"	1820	98										
" " 1855	6	Jan. & July.	"	"	1875	974										
" " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	95										
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98										
Bay de Noquet and Marquette :																
Income	100,000	8	April & Oct.	Boston.	1870											
Bellefontaine and Indiana :																
1st Mortgage convertible	268,000	7	Jan. & July.	New York.	1866	1014										
1st Mortgage extended	422,000	7	" "	"	1870	"'70-'99										
2d Mortgage	116,000	7	" "	"	1870											
Income bonds	87,000						1870									
Real Estate bonds	47,500															
Belvidere Delaware :																
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95										
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1825	95										
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101										
Boston Concord and Montreal :																
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865											
1st Mortgage	300,000	7	" "	New York.	1865											
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870											
2d Mortgage Coupons	250,000	7	" "	New York.	1870	20										
Sinking Fund	200,000	6	" "	Boston.	1889	100										
Boston and Lowell :																
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95										
Buffalo, New York and Erie :																
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94										
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103										
Buffalo and State Line :																
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101										
Income in '69, in '72	200,000	7	Jan. & July.	"	var.											
Special Erie and North-East	149,000	7	" "	"	"'61-'70											
Burlington and Missouri :																
New Land Mortgage	1,843,870	7	April & Oct.	New York.	1893											
Cairo and Fulton (Mo.) :																
State (Mo.) Loan	650,000	6														
Camden and Amboy :																
English debt (S. F.) \$418,950	2,027,718	6	Semi-annual.	London.	1880											
Converted Sterling Loan	800	5	"	New York.	1864											
American Loan	63,000	6	"	"	1867	96										
Loan for \$500,000	229,700	6	"	"	1870	89										
" " \$800,000	423,680	6	"	"	1875	92										
" " \$675,000	675,000	6	"	"	1883	85										
" " \$1,700,000	1,700,000	6	"	"	1889	83										
" " \$2,500,000	867,000	6	"	"	1889	83										
Consolid. Mort. Loan \$5,000,000	4,269,400	6	"	"	1889	90										
Camden and Atlantic :																
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872											
Ontariawissa :																
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882											
Oayuga and Susquehanna :																
1st Mortgage	300,000	7	Jan. & July.	New York.	1865											
Central of New Jersey :																
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	"'65-'70	100										
2d Mortgage	600,000	7	May & Nov.	"	1875	106										
Central Ohio :																
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	82										
1st Mortgage E Div.	800,000	7	Feb. & Aug.	"	1865	94										
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101										
4d Mortgage (S. F.)	950,000	7	" "	"	1885	85										
5th Mortgage (S. F.)	1,366,800	7	" "	"	1875	50										
Income	1,192,200	7	Jan. & July.	"	"'67-'80											
Charleston and Savannah :																
1st Mortgage (endorsed)	510,000	6														
2d Mortgage	1,000,000	7														
Cheshire :																
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88										
Chicago, Burlington & Quincy :																
Trust Mort. S. F. convertible	467,000	8	Jan. & July.	New York.	1883	109										
" " inconvertible	3,167,000	8	" "	"	1883											
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	"											
3d Mortgage, inconvertible	941,000	4	July.	Frankfort o.M.	1890											
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867											
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1865											
" " Plain	6,000	8	March & Sept.	"	1876											
Chicago and Alton .																
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93										
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96										
Income Bonds	1,100,000	7	May & Nov.	"	1882	90										

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	Price
Florida, Atlantic and Gulf Centr.: Internal Improvement (state) - Free Land 2d Mortgage	\$300,000	7			1891		Michigan Central : 1st Mortgage Sterling	\$457,489	6	Jan. & July.	London.	1872
	200,000	8			1891		1st Mortgage S'g (convertible)	500,000	8	March & Sept.	"	1869
Galena and Chicago Union : 1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	101	1st Mortgage (convert.) Dollar	2,040,500	8	"	N.Y. & Boston	1869
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882
Elgin and State Line.	189,000	Jan. & July.	" "	1879	—	1st Mortgage (S. F.), convertible	4,330,500	8	"	" "	1882	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884		Mich. Southern and N.W. Indiana : Michigan Southern, 1st.	1,000	7	May & Nov.	New York.	1860
Great Western, Ill. : 1st Mortgage Western Division Eastern	1,000,000	10	April & Oct.	New York.	1883	106	Northern Indiana, 1st.	6,000	7	Feb. & Aug.	" "	1861
Hannibal and St. Joseph : Missouri State Loan (1st Lien) - Land Security	3,000,000	6	Jan. & July.	New York.	1873-87	77	Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862
Convertible Bonds	3,344,500	7	April & Oct.	" "	1881	92	Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863
Harrisburg and Lancaster : New Dollar Bonds	822,000	7	Jan. & July.	" "	1883	100	Jackson Branch	77,000	7	" "	" "	1863
Harford and New Haven : 1st Mortgage	661,000	6	Jan. & July.	Philadelphia.	1883	100	Goshen Air Line	682,000	7	" "	" "	1863
Houstonian : 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Detroit and Toledo	734,000	7	" "	" "	1878
Houston and Texas Central : State (1st Lien) Loan	191,000	6	Jan. & July.	Bridgeport.	1877	—	1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885
Mortgage	210,000	—	—	—	—		2d General Mortgage	2,194,500	7	" "	" "	1877
Hudson River : 1st Mortgage	125,000	7	—	—	1866		Milwaukee and St. Paul : 1st Mortgage	4,800,000	7	Feb. & Oct.	New York.	1893
2d Mortgage (S. F.)	4,000,000	7	Feb. & Aug.	New York.	1870-90	99	2d Mortgage	1,500,000	7	April & Oct.	" "	1884
3d Mortgage	2,000,000	7	June & Dec.	" "	1885	101	Real Estate Depot	2,400,000	—	—	—	1874
Convertible	1,840,000	7	May & Nov.	" "	1875	104	Milwaukee and Prairie du Chien : 1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891
Illinois Central : Optional Right bonds	1,002,000	7	" "	" "	1867	95	Minnesota and Pacific : Real Estate	1,200,000	7	Jan. & July.	—	1892
Construction	33,000	7	Jan. & July.	New York.	1868		Mississippi Central : 1st Mortgage	1,907,383	7	—	—	—
Construction	7,975,500	7	April & Oct.	London.	1875		Mississippi Central and Tenn. : State (Tenn.) Loan	529,000	6	—	—	—
Redemption bonds	2,896,500	6	" "	New York.	1875	108	Mississippi and Missouri : 1st Mortgage (convertible)	1,000,000	7	—	New York.	—
Indiana Central : 1st Mortgage (convertible)	205,000	6	" "	" "	1890		2d Mortgage (S. F.)	400,000	8	" "	—	—
2d Mortgage	384,000	10	" "	New York.	1866		Oskaloosa Division	685,556	7	Jan. & July.	" "	1875
Income	20,500	—	—	—	—		1st Land Grant	3,812,000	7	" "	" "	43
Indianapolis and Cincinnati : 1st Mortgage	500,000	7	Jan. & July.	New York.	1866		2d Land Grant	601,000	—	" "	—	—
2d Mortgage	400,000	7	" "	" "	1862		Income bonds	513,300	—	—	—	—
Real Estate Mortgage	200,000	7	—	—	1858	68	Mississippi and Tennessee : Tennessee State Loan	98,000	6	—	—	1885
Ind., Pittsburg and Cleveland : 1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Mississippi State Loan	202,759	6	—	—	1876
2d Mortgage	347,000	7	" "	" "	—		1st Mortgage	171,000	7	—	—	—
Indianaapolis and Madison : Mortgage	640,000	7	May & Nov.	New York.	1861	100	Mobile and Ohio : City (Mobile) Tax Loan	400,000	6	—	—	—
Jeffersonville : 1st Mortgage	187,000	7	March & Sept.	New York.	1861	106	Tennessee State Loan	674,860	6	—	—	—
2d Mortgage	392,000	7	April & Oct.	" "	1873	75	Alabama State Loan	389,410	6	—	—	—
Joliet and Chicago : 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Income	1,508,070	8	Jan. & July.	New York.	'61-'67
Joliet and N. Indiana : 1st Mortgage (guar.)	500,000	8	Jan. & July.	New York.	1874		Sterling	878,035	6	—	—	1883
*Kennebec and Portland : 1st Mortgage (City and Town) - 2d Mortgage	800,000	8	April & Oct.	Boston.	1870		Mississippi State Loan	200,970	6	—	—	—
Kentucky Centr. (Cov. and Lox.) : 1st Mortgage	800,000	8	April & Oct.	Boston.	1870		Montgomery and West Point : Alabama State Loan	122,623	—	—	—	—
1st Mortgage	280,000	8	" "	Augusta.	1861	100	Mortgage (due 1860, '63 and '65)	350,000	5	—	var.	—
2d Mortgage	1,000,000	7	—	—	—		Mortgage	450,000	8	—	—	1866
Guaranteed by Covington	600,000	7	—	—	—		Morris and Essex : 1st Mortgage (S. F.)	2,500,000	7	May & Nov.	New York.	1915
Cincinnati (exchanged)	200,000	6	—	—	—		Muscogee : 1st Mortgage	249,000	7	—	—	—
La Crosse, Viroqua & Mineral Pt. : 1st Mortgage	100,000	6	—	—	—		—	—	—	—	—	
Lehigh Valley : 1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		Nashville and Chattanooga : Mortgage (State endorsed)	1,500,000	—	—	—	—
La Crosse and Milwaukee : 1st Mortgage (Eastern Div.)	1,465,000	6	May & Nov.	Philadelphia.	1873	91	Chat. and Clev. Subs. (endorse.)	231,000	—	—	—	—
Lackawanna and Bloomingburg : 1st Mortgage	875,000	7	May & Nov.	Milwaukee.	1872	—	*New Albany and Salem : 1st Mortgage	500,000	10	—	—	—
Lexington and Frankfort. Mortgage, due 1869 and '74	2,024,578	7	Jan. & July.	Philadelphia.	1881	—	1st Mortgage	2,235,000	6	—	—	—
Little Miami : Mortgage (Coupon)	79,000	6	—	Lexington.	1869-74		N. Hav. N. Lond. and Stonington : Mortgage	450,000	7	March & Sept.	New Haven.	1861
Long Island : State Loan (S. F.)	1,300,000	6	May & Nov.	New York.	1883		2d Mortgage	200,000	6	Jan. & July.	" "	1868
2d Mortgage	100,000	5	Jan. & July.	New York.	1876		Extension	116,000	6	May & Nov.	" "	1878
Extension Bonds	500,000	6	Jan. & July.	New York.	1870		New Haven and Northampton : 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869
Long Dock Co. : Mortgage Bonds	175,000	7	May & Nov.	" "	1890		1st Mortgage (H & Hamp.)	103,000	6	—	—	—
Louisville and Frankfort : Louisville Loan	2,007,000	7	June & Dec.	New York.	1882	110	New Jersey : Company's (various)	642,500	7	Semi-ann'yly.	New York.	var.
1st Mortgage	100,000	6	Jan. & July.	New York.	1881		New London Northern : 1st Mortgage	51,000	7	Jan. & July.	New London.	1871
2d Mortgage	500,000	6	Jan. & July.	New York.	1870		N. Orl'ns, Jackson and Gt. North : State (Miss.) Loan	255,000	5	—	—	100
Extension Bonds	175,000	7	May & Nov.	" "	1890		1st Mortgage Coupon	2,065,000	8	Jan. & July.	New York.	1886
McMinnville and Manchester : State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	1881		Louisiana State Loan	641,000	6	—	—	—
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883		New Orleans City Subscription	1,500,000	5	—	—	—
Lebanon Branch 1st Mortgage	21,000	7	—	—	—		1st Mortgage (S. F.)	566,000	8	—	—	—
Memphis Branch 1st Mortgage	236,000	7	—	—	—		New York Central : Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	93
McMinnville and Manchester : State (Tenn.)	372,000	6	—	—	—		D'bits of former Co's outstanding	100,000	—	—	—	—
Mortgage	24,000	7	—	—	—		Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876
Mortgage	10,000	6	—	—	—		Exchanged Stks. (S. F.) B'ds	634,000	6	May & Nov.	" "	1883
Marlette and Cincinnati : 1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891		" (" B. & N. F.)	75,000	6	" "	" "	92
1st Mortgage sterling	1,000,000	7	" "	" "	1891		Real Estate (S. F.) Bonds	165,000	6	" "	" "	87
Scioto & Hocking Val.R. mort.	200,000	—	—	—	—		Real Estate Bonds & Mortgages	192,773	7	var.	" "	85
Memphis and Charleston : State Tenn.] Loan	1,100,000	6	—	—	—		Bonds of Aug. 1859, Convertible	2,339,000	7	Feb. & Aug.	" "	1876
1st Mortgage	1,600,000	7	—	—	—		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	" "	1887
Memphis, Clarkesv. and Louisv. State [Tenn.] Loan	1,600,000	7	—	—	—		Buffalo Branch : 1st Mortgage	186,400	7	Jan. & July.	1891	92
Memphis and Ohio : State [Tenn.] Loan	910,000	6	—	—	—		2d Mortgage	4,000,000	7	March & Sept.	" "	102
State [Tenn.] Loan	1,340,000	6	—	—	—		3d Mortgage	6,000,000	7	" "	" "	1888
					—		4th Mortgage	3,634,000	7	April & Oct.	" "	94
					—		5th Mortgage	1,002,500	7	June & Dec.	" "	1888
					—		New York and Erie : 1st Mortgage	186,400	7	Jan. & July.	1891	92
					—		2d Mortgage	3,000,000	7	May & Nov.	New York.	1867
					—		3d Mortgage	1,000,000	7	March & Sept.	" "	102
					—		4th Mortgage	4,000,000	7	" "	" "	1888
					—		5th Mortgage	3,634,000	7	April & Oct.	" "	94
					—		New York and Harlem : 1st Mortgage	3,000,000	7	May & Nov.	New York.	1873
					—		2d Mortgage	1,000,000	7	Feb. & Aug.	" "	100
					—		3d Mortgage	980,300	7	Jan. & July.	1887	92
					—		New York and New Haven : Plain Bonds, Coupon	812,000	7	June & Dec.	New York.	1886
					—		Mortgage Bonds Coupon	1,068,000	6	April & Oct.	" "	107
					—		New York, Providence and Boston. 1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-75

AMERICAN RAILROAD BOND LIST.

²⁾ signifies that the road is in the hands of receivers. (¹⁾ that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest.			Price	Description	Amount	Interest	Interest.			Price	
			When payable.	Where payable.	Due.					When payable.	Where payable.			
North Carolina:														
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867		Racine and Mississippi:	\$680,000	8			New York		
North-Eastern (S. C.):	700,000						1st Mortgage (Eastern Division)	757,000	8			" "	1875	35
1st Mortgage							1st Mortgage (Western Division)							
2d Mortgage	224,500						Raleigh and Gaston:	100,000						1862
Northern Central:							Coupon							
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore	1866	86	Richmond and Danville:	600,000	6	Feb. & Aug.	New York	var.		
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	1870	102	State (Va.) Loan (34 years)	200,000	7	April & Oct.	Richmond	1875		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Guaranteed by State	250,000	7	Feb. & Aug.	"	1866		
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1877	91	Mortgage (Coupon)							
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1885	86	Richmond, Fred. and Potomac:	324,006	6					
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885		Sterling (\$67,000)							
Northern (Ogdensburg):							Richmond and Petersburg:	159,000						1875
1st Mortgage	1,500,000	7	April & Oct.	New York	1859	92	Coupon							
2d Mortgage	3,077,000	7	" "	1861	39 ¹ / ₂		Butland and Burlington:	1,800,000	7	Feb. & Aug.	Boston	1863	72	
North Missouri:							1st Mortgage	937,500	7	" "	"	1868		
State Loan (30 years)	4,250,000	6	Jan. & July.	New York	72-87	95	2d Mortgage	440,000	7	" "	"	1863	1	
North Pennsylvania:							3d Mortgage							
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1876	83	Sacramento Valley:	400,000	10	Jan. & July.	New York	1875		
Chattel Mortgage	360,000	10	" "	"	1887	11 ¹ / ₂	1st Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881		
Northern (N. H.):							2d Mortgage							
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston	'64-'74	92	Sandusky, Dayton and Cincinnati:	920,000	7	Feb. & Aug.		1900	67	
Norwich and Worcester:							1st Mortgage	77,000	7					
Mass. State Loan	400,000	6	Jan. & July.	Boston	1877		2d Mortgage	201,500	7					
Bonds for Dividend Scrip	100,000	7	" "	New York	'64-'74		3d Mortgage	75,593	6					
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70		Six per cents							
Ohio and Mississippi:							Sandusky, Mansfield and Newark:	1,290,000	7	Jan. & July.	New York	1866	30	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	83	1st Mortgage	250,000	7	April & Oct.	New York	1858		
1st Mortgage—Western	850,000	7	" "	"	1872		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866		
2d Mortgage—Western	750,000	7	" "	"	1874		Seaboard and Roanoke:	200,000	7					
Orange and Alexandria:							1st Mortgage	75,000	7					
1st Mortgage	400,000	6	May & Nov.	New York	1866		3d Mortgage							
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		South Carolina:	187,000	5					
2d Extension	600,000	8	May & Nov.	"	1873		State Loan	183,333	6					
Pacific (Mo.):							Sterling	2,000,000	5					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York	'71-'87	78	Southern Mississippi:	500,000						
State Loan (S. W. Branch)	1,268,000	6	" "	"	'87-'90		1st Mortgage	631,000						
Construction Main Line	3,184,000	7	" "	"	"		Springfield, Mt. Vern. and Pittsb.	500,000						
" S. W. Branch	3,232,000	7	" "	"	"		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870		
St. Louis County bonds	18,000	7	" "	"	1885		Steubenville and Ind. (P. C. and C.):	900,000	7	" "	"	1865		
Panama:							1st Mortgage							
1st Mortgage Sterling	1,250,000	7	April & Oct.	London	1865	10 ¹ / ₂	2d Mortgage							
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	1872			St. Louis and Iron Mountain:	3,501,000	6					
Peninsula:							State (Mo.) Aid	500,000						
1st Mortgage	1,029,000	7	March & Sept.	New York	1896	75	St. Louis City Subscription	500,000						
Pennsylvania:							St. Louis County Subscription	1,000,000						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	94	Sunbury and Erie:	1,000,000	7	April & Oct.	Philadelphia	1877	92	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94	Mortg. (Sunbury to Wmspt) Mortgage (half to State)	7,000,000	5	Jan. & July.	"	"		
2d Mortgage Sterling	2,283,840	6	" "	London	1875		Syracuse, Binghamton and N. Y.:	1,400,000	7	April & Oct.	New York	1876		
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg	1894	105	1st Mortgage Coupon							
Penobscot and Kennebec:							St. Louis, Alton & Terre Haute:	1,100,000	7	Jan. & July.	New York	1894	91	
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston	'74-'75		1st Mortgage (series A)	1,100,000	7	April & Oct.	"	1894		
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor	1876		(series B)	1,100,000	7	April & Oct.	"	1894		
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871		2d Mortgage (series C)	1,400,000	7	Feb. & Aug.	"	1894	80	
Peoria and Oquawka:							3d Mortgage (series D)	1,400,000	7	May & Nov.	"	1894		
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York	1862		" Income (series E)	1,700,000	7	" "	"	1894	73	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		Toledo, Peoria & Warsaw:	1,891,000	7	June & Dec.	New York	1894		
Petersburg and Lynchburg (S. Side):							1st Mortgage							
State (Va.) Loan (S. F.):	800,000	7					Terre Haute and Richmond:	94,000	7	March & Sept.	New York	1866		
1st Mortgage (1869-'70-'75)	365,000	6					1st Mortgage (convertible)							
2d Mortgage (1862-'70-'72)	378,000	6					Toledo and Wabash:	900,000	7	Feb. & Aug.	New York	1865	90	
Special Mortgage (1865-'68)	175,000	6					1st M. (Toledo and Wabash)	2,500,000	7	" "	"	1865		
Last Mortgage (1861 to 1869):	183,500	8					1st M. (L. K., Wab. and St. Louis)	1,000,000	7	May & Nov.	"	1878	72	
Phila., Germania' and Norris'v:							2d M. (Toledo and Wabash)	1,500,000	7	" "	"	1878	88	
Consolidated Loan	110,800	6	Jan. & July.	Philadelphia	1865	106	Sinking Fund Bonds	152,355	7					
Convertible Loan	292,500	6	" "	"	1885	119	Equipment bonds	600,000						
Philadelphia and Reading:							Vermont Central:	3,000,000	7	May & Nov.	Boston	1861	80	
Bonds of 1836, (nonconvertible)	408,000	5	Jan. & July.	Philadelphia	1867		1st Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25	
" 1836,	182,400	5	" "	"	1880		2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867		
" 1849,	182,400	5	" "	"	1880		Virginia Central:	100,000	6	Jan. & July.	Richmond	1880		
" 1851,	182,400	5	" "	"	1870	93	Mort. guaranteed by State of Va.	198,000	5	" "	Rich'd & New York	1872		
" 1843,	182,400	5	" "	"	1871	96	Mortgage (coupons)	926,000	6	" "	"	1884		
" 1844,	182,400	5	" "	"	1880	85	Virginia and Tennessee:	1,000,000	6	Jan. & July.	Richmond	1887		
" 1845,	182,400	5	" "	"	1880	85	State (Va.) Loan	500,000	6	" "	New York	1887		
" 1846,	182,400	5	" "	"	1880	85	1st Mortgage	500,000	6	" "	"	1872		
" 1847,	182,400	5	" "	"	1880	85	2d or Enlarged Mortgage	1,000,000	6	" "	"	1884		
" 1848,	182,400	5	" "	"	1880	85	Salt Works Br. Mort. due '58-'61	203,000	6	" "	"	Lynchburg	var.	
" 1849,	182,400	5	" "	"	1880	85	Warren (N. J.):	660,000	7	Feb. & Aug.	New York	1875		
" 1850,	182,400	5	" "	"	1880	85	1st Mortgage	60,000	7	April & Oct.	New York	1880	87	
" 1851,	182,400	5	" "	"	1880	85	1st Mortgage	25,000	7	Jan. & July.	Chester	1871	70	
" 1852,	182,400	5	" "	"	1880	85	Warwick Valley, N. Y.:	60,000	7	April & Oct.	New York	1880		
" 1853,	182,400	5	" "	"	1880	85	1st Mortgage	25,000	7	Jan. & July.	Chester	1871		
" 1854,	182,400	5	" "	"	1880	85	" Mortgage	60,000	7	April & Oct.	New York	1880		
" 1855,	182,400	5	" "	"	1880	85	Watertown and Rome:	800,000	7	March & Sept.	New York	1880	107	
" 1856,	182,400	5	" "	"	1880	85	Mortgage (new bonds)							
Ridge Bonds	187,500	7	May & Nov.	Philadelphia	1876		Western (Mass.):	4,319,520	5	April & Oct.	London	1887		
Chicago Depot Bonds	58,500	6	May & Nov.	Chicago	1885		Sterling (\$289,900)	850,000	6	" "	Boston	1875	94	
Pittsburg and Connells'ville:							Dollar Bonds	1,000,000	6	Jan. & July.	"	"		
1st Mortgage	300,000	7	Feb. & Aug.	New York	1865		Albany City Bonds	1,000,000	6	" "	"			
1st Mortgage	1,000,000	7	June & Dec.	New York	'64-'74		Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"			
Quincy and Chicago:							Elmira and Williamsport:	1,000,000	7	Jan. & July.	Philadelphia	1890	96	
1st Mortgage	1,200,000	7					1st Mortgage	596,000	7	May & Nov.	New York	1866		
Quincy and Chicago:							2d Mortgage	300,000	7	" "	"	1872		
1st Mortgage	1,200,000	7					Wilmington and Manchester:	596,000	7	May & Nov.	New York	1866		
Quincy and Chicago:							1st Mortgage	200,000	7	" "	"	1872		
1st Mortgage	1,200,000	7					2d Mortgage							
Quincy and Chicago:							Wilmington and Weldon:	596,000	7	May & Nov.	New York	1866		
1st Mortgage	1,200,000	7					Mortgage, payable in England	443,555	6	Jan. & July.	London	1863		
Quincy and Chicago:							Sterling, issued in 1868	144,500	6	" "	"	1868		
1st Mortgage	1,200,000	7					Company's endorsed by State	150,000	6	" "	"	1873		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.		
	Main Line.	Lateral and Branch Lines	2nd Track and Siding.	Cars.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.	Companies.				Property and Assets.	Liabilities.	Total, all other assets and liabilities.	Mileage run by locomotives with trains.	Gross.	Dividends.	Price of
	M.	M.	M.	No.	No.	No.	No.		Railroad and Appartenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Road operated, incl. road leased, etc.	M.	M.	p.	c.
30 Jun. '60	65.0	—	50.8	—	—	—	—	—	ALABAMA.	*	*	*	*	*	*	—	—	101,102	37,866
28 Feb. '59	30.8	—	58.1	2	2	19	—	—	Alabama and Florida	1,451,336	*	877,953	508,500	105,255	1,515,704	54.0	—	55,791	31,862
31 May '60	109.6	—	57.8	11	9	102	—	—	Alabama and Mississippi	461,506	30,961	334,010	109,500	21,632	518,965	30.3	—	207,626	111,222
30 Jun. '59	57.0	—	17L8	—	—	—	—	—	Ala. and Tennessee River	2,261,927	184,906	1,067,006	777,777	240,485	2,476,023	109.6	—	76,773	21,066
1 May. '61	49.3	13.5	49.4	40	28	502	—	—	Mobile and Girard	1,500,000	*	—	—	—	—	57.0	236,791	1,402,868	666,370
29 Feb. '60	88.5	28.4	—	23	14	233	—	—	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	505,156	260,269
2 Nov. '58	38.5	—	—	107.5	—	—	—	—	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,682,506	116.9	—	—
30 Dec. '60	22.5	—	—	—	—	—	—	—	ARKANSAS.	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—
—	—	—	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,350	700,000	—	1,493,850	22.5	—	230,251
31 July '64	23.8	—	1.9	—	4	5	47	—	DANBURY and NORWALK	346,299	66,483	307,060	95,000	731	—	23.8	53,325	89,470	46,026
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	—	Hartford, Provid. and Fishkill	3,902,356	302,511	2,037,940	1,986,740	—	—	122.4	317,844	517,808	184,500
31 Aug. '65	61.6	13.6	66.2	22	37	321	—	—	Hartford and New Haven	3,244,319	254,000	583,490	3,000,000	927,000	—	4,654,333	75.2	452,288	1,459,711
31 Dec. '64	74.0	—	8.9	10	12	—	272	—	Houstonian	2,439,775	*	28,200	2,000,000	191,000	47,900	2,086,438	124.0	203,329	428,518
31 Dec. '64	57.0	—	1.3	8	11	—	—	—	Naugatuck	1,464,127	*	—	1,100,000	300,000	—	62.0	145,655	360,167	140,391
31 Dec. '64	50.0	—	2.6	8	10	30	—	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	62.0	161,182	274,887	loss.	
30 Nov. '64	34.8	8.8	9.3	3	2	—	—	New Haven and Northampton	2,336,485	41,580	—	1,010,000	650,000	—	—	49,663	197,387	85,946	
31 Dec. '64	66.0	—	5.9	8	12	84	—	New London Northern	724,386	*	—	658,905	51,000	—	810,982	66.0	211,836	207,672	
31 Mar. '65	61.3	1.0	68.8	29	75	405	—	New York and New Haven	4,729,607	932,366	—	3,619,000	2,000,000	—	6,810,340	117.4	652,758	847,291	
30 Nov. '64	59.4	7.0	8.2	18	17	329	—	New York and Worcester	2,463,983	149,711	—	2,338,000	607,000	10,962	3,238,581	66.4	344,463	631,728	
—	—	—	—	—	—	—	DELAWARE.	—	—	—	—	—	—	—	—	244,471	74	95	
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,884	84.3	136,631	138,970	
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	
—	—	—	—	—	—	—	FLORIDA.	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '62	164.2	—	150	—	—	—	—	Florida	—	—	—	—	—	—	—	—	—	—	
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	Florida and Alabama	532,791	30,586	—	191,485	196,000	75,894	619,112	32.0	—	7,857	
—	—	—	5.0	—	—	—	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	3,535	
—	—	—	100.0	3.9	10.0	153.5	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Georgia	—	—	—	—	—	—	—	—	—	—	
30 Jun. '60	86.7	—	—	16	7	124	—	Atlanta and West Point	1,192,389	*	—	1,260,000	126,000	—	1,597,385	86.7	—	418,036	265,827
—	—	—	92.6	8.7	70.9	—	—	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	30.0	—	—	—	
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,082,200	*	—	738,700	129,500	—	53.0	—	168,988	95,612	
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	155,000	*	—	151,887	—	—	31.0	—	—	—	
30 Nov. '60	191.0	—	—	53	62	697	—	Central of Georgia (and Bank)	4,866,800	—	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,026	
31 Mar. '60	171.0	81.0	—	—	—	—	—	Georgia (and Bank)	4,166,000	*	1,003,350	4,166,000	312,500	—	8,123,343	232.0	1,159,188	528,043	
30 Nov. '60	102.5	—	—	19	16	171	—	Macon and Western	1,500,000	—	—	1,500,000	—	—	1,656,976	102.5	404,618	312,676	
31 July '59	50.0	—	—	7	2	107	—	Muscogee	774,244	162,524	—	669,950	249,000	—	1,026,868	50.0	202,714	110,516	
1 May. '58	68.1	—	—	3	4	33	—	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,021	1,473,140	71.6	—	—	
31 July '60	106.1	100.8	16.2	18	22	201	—	South Western	3,770,426	—	—	2,921,900	396,500	—	3,822,913	228.8	—	388,853	
30 Sep. '59	138.0	—	—	52	24	705	—	Western and Atlantic	5,901,497	*	—	built and own'd by State.	—	—	138.0	—	832,843	454,541	
31 Dec. '64	220.0	—	—	49	32	939	—	ILLINOIS.	—	—	—	—	—	—	—	—	—	—	
30 Apr. '65	317.0	83.0	47.0	105	46	1,996	—	Chicago and Alton	8,308,919	*	—	659,100	4,208,300	4,054,000	9,896,568	251.0	1,104,197	2,770,454	
31 May. '65	242.0	68.0	—	154	94	145	—	Chicago, Burlington and Quincy	12,537,020	2,518,233	—	1,376,510	5,924,969	16,464,266	1,963,106	5,728,910	2,762,273	20	
31 Mar. '65	181.8	—	—	59	69	1,196	—	Chicago and North Western	37,323,791	—	—	1,340,728	26,155,641	12,020,483	825,398	39,680,452	830.0	6,820,760	
31 May. '65	174.5	5.5	14.8	21	22	504	—	Chicago and Rock Island	7,804,923	—	—	500,000	6,000,000	1,450,500	9,484,582	224.4	1,212,654	3,369,391	
31 Dec. '64	644.8	252.5	—	126	78	3,827	—	Great Western	4,039,561	—	—	1,645,561	2,350,000	4,214,342	180.0	4,249,097	377,476	61,000	
1 Jun. '65	111.0	—	—	15	14	282	—	Illinois Central	29,675,410	—	—	20,308,100	13,232,000	38,080,110	70,83.0	8,386,850	326,447	8	
31 Dec. '64	195.0	14	12.2	42	23	955	—	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	10,700,000	209.0	2,084,074	210,950	30	
—	—	—	—	—	—	—	INDIANA.	—	—	—	—	—	—	—	—	—	—	—	
31 Aug. '65	108.0	—	—	14	10	187	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—
31 Dec. '62	72.4	—	—	19	17	266	—	Indiana Central	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	
31 Dec. '64	89.8	20.2	—	23	19	—	—	Indianapolis and Cincinnati	1,667,039	274,081	—	26,641	61,050	1,254,500	15,900	2,102,761	109.0	442,893	
31 Dec. '64	84.0	—	—	18	—	—	—	Ind., Pittsburg and Cleveland	2,497,952	540,043	25,689	1,382,284	140,889	1,382,000	—	3,458,100	110.0	448,858	
1 Dec. '62	78.0	—	—	11.0	—	—	—	Jeffersonville	1,549,518	—	—	1,015,907	997,000	2,975,878	84.0	384,539	771,763	307,832	
31 Mar. '64	86.0	46.0	8.0	17	10	263	—	Indianapolis and Madison	1,464,347	—	—	819,900	640,000	1,583,768	132.0	2,175,228	312,869	627,868	
—	—	—	28.0	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	—	—	2,800,000	8,000,000	6,000,000	288.0	—	268,156	615,172	
30 Nov. '64	73.0	—	—	21	28	440	—	Terre Haute and Richmond	1,995,180	*	169,879	1,900,150	88,000	—	3,063,108	73.0	370,556	1,007,979	521,254
30 Apr. '65	75.5	—	—	176.6	—	—	—	Burlington and Missouri River	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,424	431,806	
31 Dec. '64	100.0	—	—	220.0	11	7	187	Dubuque and Sioux City	4,673,123	63,981	—	3,849,396	900,000	27,304	4,891,849	100.0	200,813	412,156	
1 Jun. '58	88.5	—	—	101.3	4	4	64	Keokuk Ft. Des Moines & Minn.	1,037,876	82,499	—	921,448	570,000	—	385.00	11 mo's.	458,821	21,336	
30 Jun. '65	135.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	10,716,652	—	—	3,452,300	7,145,252	118,000	10,715,552	230.0	—	—	
31 Oct. '59	80.0	—	—	—	—	—	KENTUCKY.	—	—	—	—	—	—	—	—	—	—	—	
30 Jun. '65	29.0	—	—	3.1	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,998	111.8	—	426,408	227,534
30 Jun. '65	65.1	—	—	5.4	—	—	—	Lexington and Frankfort	605,298	52,300	—	514,873	79,000	—	736,513	29.0	—	188,483	63,774
30 Jun. '65	185.0	101.0	—	21.3	47.5	60	42	Louisville and Nashville	9,665,964	*	—	1,109,594	276,000	—	1,713,324	65.1	236,061	419,548	139,817
31 Dec. '64	80																		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Land-Grant Railroads are in "italicics."

Years ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.							
	Main Line.			Lateral and Branch Lines.			2nd Track and Sidings.			Road in progress or projected.			Cars.			Companies.			Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.			Mileage run by locomotives with trains.			Gross.		Net.		Price of shares.			
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Bonded and Mortgage Debt.	Floating Debt.	Total incl. all other assets and liabilities.	M.	M.	M.	M.	M.	M.	p. c.									
MAINE.																	\$	\$	\$	\$	\$	\$	M.	M.	M.	M.	M.	M.										
20 Nov. '62	55.0	—	—	—	—	—	—	—	—	—	6	4	74	Androscoggin	1,060,000	*	151,833	444,638	205,584	757,381	36.5	75,344	79,761	43,461	—	—	—	—	—	—	—							
20 Jun. '62	149.0	—	—	—	—	—	—	—	—	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	2,494,900	3,068,491	—	7,983,476	149.0	oper. by Gd. TK.	—	—	—	—	—	—	—	—	—	45						
30 Sep. '61	63.0	9.5	8.0	—	—	—	—	—	—	—	12	11	120	Kennebec and Portland	2,871,264	*	1,287,779	—	271,143	2,990,998	106.5	189,988	172,113	91,487	—	—	—	—	—	—	—	—	—					
31 May. '60	99.7	9.5	—	—	—	—	—	—	—	—	15	26	231	Maine Central	4,211,978	*	21,925	1,060,860	3,068,491	4,256,308	109.2	323,082	174,028	—	—	—	—	—	—	—	—	—	—					
31 May. '58	51.8	—	—	—	—	—	—	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	1,900,004	61.3	161,066	450,222	235,767	6	95	—	—	—	—	—	—	—	—				
May. '59	37.0	—	—	—	—	—	—	—	—	—	—	—	—	Somerset and Kennebec	788,763	—	189,200	556,800	—	—	—	37.0	—	—	55,408	28,404	—	—	—	—	—	—	—	—				
MARYLAND.											225	100	3,000	Baltimore and Ohio	21,323,338	8,621,755	6,422,197	16,151,962	10,112,584	897,889	36,811,376	286.8	2,988,010	6,509,946	4,544,097	3	118	—	—	—	—	—	—	—	—	—		
20 Sep. '63	279.0	7.2	—	—	—	—	—	—	—	—	7	33	167	Washington Branch	1,650,000	—	1,650,000	—	—	2,379,841	39.0	—	703,123	429,390	4	127	—	—	—	—	—	—	—	—	—			
31 Dec. '64	138.0	4.0	25.0	—	—	—	—	—	—	—	60	47	3,629	Northern Central	7,847,041	1,104,744	122,775	3,844,860	4,850,000	—	12,273,947	261.0	1,099,348	3,051,669	1,065,387	11	44	—	—	—	—	—	—	—	—	—		
MASSACHUSETTS.											8	—	7	Boston, Hartford & Erie	9,071,981	240,748	—	8,500,000	3,806,000	169,863	12,475,363	—	—	—	—	—	—	—	—	—	—	—	11	—				
20 Nov. '64	26.7	1.8	16.8	—	—	—	—	—	—	—	24	38	534	Boston and Lowell	2,482,248	183,345	360,753	1,820,000	640,000	12,326	2,996,346	70.9	4,23.213	650,999	182,610	6	91	—	—	—	—	—	—	—	—	—		
30 Nov. '64	74.3	8.8	51.1	—	—	—	—	—	—	—	36	78	720	Boston and Maine	3,884,161	467,975	—	4,076,974	—	4,911,728	164.3	737,505	1,272,600	443,332	8	117	—	—	—	—	—	—	—	—	—			
30 Nov. '65	47.0	7.0	32.5	—	—	—	—	—	—	—	28	39	859	Boston and Providence	3,302,600	207,400	—	3,600,000	21,500	—	4,216,927	61.8	450,096	1,221,104	366,333	10	128	—	—	—	—	—	—	—	—	—		
30 Nov. '64	44.6	24.0	60.8	—	—	—	—	—	—	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,600,000	—	229,061	5,657,510	82.6	638,622	1,471,985	487,864	10	100	—	—	—	—	—	—	—	—	—		
30 Nov. '64	46.0	1.1	2.7	—	—	—	—	—	—	—	7	15	41	Cape Cod Branch (par 60)	907,760	128,865	—	681,866	102,900	1,108,581	47.1	82,108	161,203	78,265	6	68	—	—	—	—	—	—	—	—	—			
30 Nov. '64	80.0	2.4	9.6	—	—	—	—	—	—	—	20	23	158	Connecticut River	1,614,376	187,560	—	1,510,100	250,000	—	2,079,944	52.4	223,318	472,321	166,982	6	103	—	—	—	—	—	—	—	—	—		
30 Nov. '64	44.2	30.6	27.5	—	—	—	—	—	—	—	31	74	459	Eastern	3,966,179	829,765	264,102	3,156,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99	—	—	—	—	—	—	—	—	—		
30 Nov. '64	51.0	42.5	75.8	—	—	—	—	—	—	—	26	38	457	Pittsburgh	3,189,851	260,149	—	3,640,000	—	3,846,885	98.4	184,622	868,352	309,341	8	106	—	—	—	—	—	—	—	—	—			
30 Nov. '64	12.4	—	2.8	—	—	—	—	—	—	—	—	—	—	Lowell and Lawrence	382,883	20,275	—	200,000	75,000	3,874	260,912	—	809,562	710.0	186,847	291,618	63,019	8	111	—	—	—	—	—	—	—	—	—
30 Nov. '64	14.5	—	17.2	—	—	—	—	—	—	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	14,000	719,500	36.7	54,272	220,820	43,527	7	107	—	—	—	—	—	—	—	—	—			
30 Nov. '64	20.1	1.5	1.2	—	—	—	—	—	—	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	94,748	85,492	—	10	—	—	—	—	—	—	—	—	—			
30 Nov. '64	88.0	0.7	—	—	—	—	—	—	—	—	5	6	25	N. York and Boston Air Line	1,814,916	82,580	—	788,047	1,072,900	187,590	56,984	36.7	1,024,947	124.0	1,024,947	24,94,567	39	—	—	—	—	—	—	—	—	—		
30 Nov. '64	98.6	8.8	27.5	—	—	—	—	—	—	—	76	63	1,149	Western (Incl. Alb. & W.S. etc.)	10,175,943	1,096,718	—	5,160,000	6,267,520	—	14,986,958	218.0	1,430,223	2,996,864	1,178,712	10	137	—	—	—	—	—	—	—	—	—		
30 Nov. '64	45.7	—	9.8	—	—	—	—	—	—	—	10	12	143	Worcester and Nashua (par 88)	1,088,398	116,000	—	1,141,000	76,000	51,390	1,269,390	46.7	194,712	388,255	187,605	7	103	—	—	—	—	—	—	—	—	—		
NEW HAMPSHIRE.																																						
31 Mar. '64	95.5	—	5.6	—	—	—	—	—	—	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141,001	93.5	—	408,888	141,407	62	—	—	—	—	—	—	—	—	—	—		
30 Nov. '64	53.0	—	8.0	—	—	—	—	—	—	—	18	16	240	Cheshire	2,708,488	—	—	1,085,925	679,500	—	2,765,426	53.6	382,852	539,743	155,896	—	—	—	—	—	—	—	—	—	—	—		
31 Mar. '64	34.5	—	—	—	—	—	—	—	—	—	21	22	494	Concord (par 80)	1,500,000	*	—	1,500,000	—	—	1,800,000	61.3	—	821,986	136,049	8	59	—	—	—	—	—	—	—	—	—		
31 Mar. '64	29.3	—	2.8	—	—	—	—	—	—	—	2	4	80	Manchester and Lawrence	1,065,345	—	—	1,000,000	123,000	20,904	1,040,000	52.7	—	—	—	—	—	—	—	—	—	—	—					
31 Mar. '64	29.3	—	2.8	—	—	—	—	—	—	—	2	4	80	Merrimac and Conn. Rivers	698,288	—	—	695,588	568,000	—	696,000	52.7	—	—	—	—	—	—	—	—	—	—	—					
31 Mar. '64	69.2	19.0	12.5	—	—	—	—	—	—	—	24	14	242	Northern New Hampshire	3,068,400	—	—	3,068,400	155,512	—	3,250,418	82.0	—	210,265	71.0	7	9											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies n
Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.						
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Cars.	Companies.						Property and Assets.			Liabilities.			Earnings.					
	M.	M.	M.	M.	No.	No.	No.	No.	Engines.	Passenger.	Freight, etc.	Railroad and Appurtenances.	Invested in foreign works.	Rolling Stock.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
31 Dec. '63	33.0	25.0	11.0	19.0	28	6	406	Atlanta and Great Western	5,634,030	*	*	1,763,506	3,856,000	5,634,030	100.0	360,215	171,286	360,215	171,286	360,215	171,286		
31 Oct. '64	65.0	2.0	7.0	21	13	438	Catawissa	8,634,000	*	*	3,850,000	284,000	8,634,000	148.0	316,747	380,489	149,018	24	380,489	149,018	24		
31 Oct. '64	52.0	—	9.7	12	13	82	Cumberland Valley	1,131,037	*	*	966,900	375,800	1,386,500	74.0	176,968	394,952	168,901	8	394,952	168,901	8		
31 Oct. '64	113.0	—	57.0	77	20	2,514	Del. Lackawanna and West'n	7,295,895	2,244,490	*	6,832,950	3,491,500	6,06,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	1,622,327	1,984,948	20	
31 Oct. '64	38.0	1.7	7.7	8	7	71	East Pennsylvania	1,259,164	132,946	*	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,006	14	333,560	202,006	14	
31 Dec. '64	78.0	—	10.0	16	—	—	Elmira and Williamsport	2,077,652	*	*	1,000,000	1,620,000	—	8,200,000	78.0	308,770	556,518	43,741	24	556,518	43,741	24	
31 Oct. '64	18.5	—	6.0	—	—	—	Erie and Northeast	706,000	*	*	600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	486,788	189,007	10	
31 Oct. '64	81.0	—	2.6	5	9	153	Erie and Pittsburg	1,588,878	192,509	*	256,500	900,000	637,586	1,794,388	81.0	71,880	163,502	55,456	163,502	55,456	163,502	55,456	
31 Oct. '64	36.0	18.0	17.7	—	—	—	Harrisburg and Lancaster	1,882,550	*	*	1,182,550	700,000	—	1,882,550	40.0	oper. by Penn.	Penn. R.R.C.	7	56	Penn. R.R.C.	7	56	
31 Oct. '64	32.0	—	1.3	44.0	3	3	Hempfield	1,616,458	41,341	*	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	60,103	7,066	21,760	60,103	7,066		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	Huntingdon and Broad Top	2,012,243	*	*	1,325,992	1,388,427	268,281	2,977,700	58.0	306,743	385,280	148,472	20	385,280	148,472	20	
31 Oct. '64	80.0	—	34.0	119	164	1,390	Leckawanna and Bloomsburg	3,160,403	465,406	*	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,595	301,041	10	698,595	301,041	10	
31 Oct. '64	70.0	17.5	53.0	51	4	2,713	Lehigh Valley	7,432,706	1,739,410	*	6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,452,154	20	2,280,262	1,452,154	20	
31 Oct. '64	28.5	5.0	8.0	—	—	—	Little Schuylkill	1,371,868	—	*	2,646,100	960,000	61,152	3,667,252	ope. r. by Rading.	R. R. Co.	6	31	R. R. Co.	6	31		
31 Oct. '64	130.5	—	63.8	31	—	—	Mine Hill and Schuylkill Haven	3,700,000	*	*	3,700,000	—	—	3,700,000	—	—	3,700,000	—	—	3,700,000	—	—	
31 Oct. '64	55.6	14.2	13.3	20	26	674	North Pennsylvania	5,560,418	517,375	*	3,150,150	3,105,705	—	6,256,855	69.8	320,638	741,977	346,401	37	741,977	346,401	37	
31 Dec. '64	300.8	56.1	310.0	290	173	4,926	Pennsylvania	27,639,576	3,385,315	5,604,810	10,860,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759,073	4,065,113	10	5,846,778	14,759,073	4,065,113	
31 Oct. '64	17.0	3.0	22.0	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	*	1,353,100	315,300	—	1,673,100	24.0	258,739	428,147	207,398	8	428,147	207,398	8	
30 Nov. '64	152.0	—	29.1	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	*	5,013,064	9,949,000	10,500	14,963,554	ope. r. by Penn.	R. R. Co.	—	29	R. R. Co.	—	29		
31 Oct. '64	46.8	20.6	21.6	81	1468	—	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	2,711,879	—	27,716,253	50.5	3,328,229	9,289,341	4,308,150	15	3,328,229	9,289,341	15	
31 Oct. '64	28.2	—	24.3	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	280,000	—	1,249,200	28.2	176,447	824,006	477,658	10	824,006	477,658	10	
31 Oct. '64	81.6	—	41.00	964	—	—	Phila., Wilmington and Balt.	9,349,300	*	*	8,657,500	692,000	—	9,349,300	19.7	839,288	206,560	1,365,200	10	839,288	206,560	10	
31 Oct. '64	59.5	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,861,664	198,820	*	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,368	130,381	20	394,368	130,381	20	
31 Dec. '64	108.5	—	187	99	2,920	—	Pittsburg, Ft. Wayne & Chicago	21,164,330	—	—	8,181,126	12,657,000	22,942,670	468.3	3,940,773	120,466	3,819,067	120	3,940,773	120,466	10		
31 Dec. '64	28.0	—	6.2	—	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	761,597	Lens'd t	the North'.	ope. r. by Penn.	70,070	226,818	107,490	10	226,818	107,490	10	
31 Oct. '64	26.4	—	3.3	—	—	—	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1,009,095	162,812	1,855,448	28.4	118,998	273,232	149,817	10	273,232	149,817	10	
31 Oct. '64	29.6	—	3.5	—	—	—	Tioga	802,258	165,884	—	391,800	372,000	1,343	963,137	29.8	95,566	298,388	211,817	8	298,388	211,817	8	
31 Aug. '64	50.0	—	2.0	—	16	16	Y. N. Y., Providence and Boston	2,158,000	*	*	1,508,000	250,000	—	62.0	321,000	557,587	254,508	12	557,587	254,508	12		
31 Dec. '58	64.9	—	47.4	4	3	21	SOUTH CAROLINA.	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—	—		
31 Dec. '58	109.6	—	13	9	176	—	Charleston and Savannah	1,719,045	*	*	1,201,200	384,000	—	109.6	—	—	288,268	—	151,636	—	6		
1 Jan. '59	143.2	21.3	—	—	—	—	Charlotte and South Carolina	2,429,769	324,161	—	1,429,008	1,145,000	—	164.6	—	—	341,190	—	126,871	—			
28 Feb. '59	102.0	—	—	—	—	—	Greenville and Columbia	2,011,662	*	*	985,743	—	—	2,011,662	—	—	220,014	—	96,145	—			
31 Dec. '60	106.0	—	62	59	790	—	North-Eastern	—	—	—	—	—	—	2,643,833	—	—	1,499,636	—	701,943	—			
30 Sep. '60	47.6	—	—	—	—	—	TENNESSEE.	1,021,439	58,133	—	505,214	514,000	69,110	1,137,707	47.6	—	29,067	—	10,187	—			
1855	30.0	—	1.8	12	10	171	East Tennessee and Georgia	3,637,367	*	*	1,239,673	2,020,000	200,000	140.0	—	—	318,718	187,466	—	—			
1855	140.0	—	8.0	10	10	—	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—				
1860	271.6	18.4	20.0	43	37	667	Memphis and Charleston	5,266,578	578,069	129,364	3,809,949	2,659,000	286,112	7,827,797	291.0	—	1,635,066	873,597	—				
1860	271.6	16.0	20.0	3.9	9	5	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—			
1859	100.0	—	30.6	55.8	—	—	Memphis, Clarkev. & Louisv.	2,000,000	100,500	—	268,721	740,000	—	—	—	—	—	—	—	—			
1859	59.0	—	40.1	7	5	5	Mississippi and Tennessee	1,137,400	*	*	798,285	554,949	319,518	59.4	69,870	177,256	60,029	177,256	60,029	177,256			
1859	47.4	—	2.3	4	5	45	Mississippi Central and Tenn.	392,710	82,908	—	317,447	632,000	22,369	47.4	54,175	83,129	44,666	83,129	44,666	83,129			
1859	34.2	—	7.0	12	2	81	McMinnville and Manchester	533,807	56,316	—	144,884	406,000	5,000	34.2	30,065	28,908	15,592	28,908	15,592	28,908			
30 Nov. '60	149.7	44.0	7.9	39	17	319	Nashville and Chattanooga	3,632,882	—	—	2,056,544	1,781,000	—	159.0	—	734,118	837,284	6	837,284	6	837,284		
31 May. '65	110.3	—	6.6	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	*	1,679,800	638,500	—	3,033,466	105.0	164,794	428,180	184,470	184,470	428,180	184,470		
31 Aug. '63	119.6	—	16.0	25	25	568	Kutland and Burlington	3,991,705	586,275	—	2,233,376	8,257,471	895,219	6,386,166	118.6	449,351	428,027	112,168	428,027	112,168	428,027		
31 Aug. '63	62.5	2.0	4.9	10	9	841	Kutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	126,761	185,474	67,785	185,474	67,785	185,474		
31 May. '63	117.0	—	20.1	42	40	841	Vermont Central	8,402,055	*	*	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,886	941,045	262,886	941,045		
31 May. '63	47.0	8.5	4.1	9.7	—	841	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope. r. by Vt.	Central	—	—	—	—	—		
30 Jun. '63	23.7	—	0.9	4	6	89	Vermont Valley	1,212,274	86,612	—	516,164	788,200	—	1,301,886	23.7	49,906	64,267	26,451	64,267	26,451	64,267		
30 Jun. '63	59.0	5.5	3.6	—	—	89	Western Vermont	1,083,456	*	*	332,000	700,000	—	1,083,456	23.7	12,942	—	—	—	—	—		
1 Aug. '59	41.3	—	—	122.1	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	—	—	136,902	43,062	—	—			
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	Manassas Gap	2,942,545	210,680	—	2,969,861	775,500	118,789	—	—	—	—	—	—	—	—		
30 Sep. '59	102.2	—	—	—																			

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares out- standing.	Div'ds		
			Rate.	Paid.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	55	---
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	26	---
Camden & Atlantic (preferred)	620,800	7	34	---
Catavissa (preferred)	1,160,000	7	34	---
Chemung (guaranteed)	380,000	7	34	---
Cayuga & Susquehanna (guarant.)	343,500	7	34	---
Chester (preferred)	2,017,825	7	44	---
Chicago & Alton (preferred)	2,425,200	7	108	---
Chicago & Northwestern (pref.)	12,984,720	7	56	---
Cocheco (preferred)	177,750	8	10	---
Ct. & Passumpsic Rivers, (pref.)	1,614,300	10	88	---
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	34	---
Dubuque & Sioux City (preferred)	1,975,565	7	72	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	40	40	---
Elmira & Williamsport (preferred)	500,000	7	31	---
Erie (preferred)	8,535,700	7	50	---
Hannibal & St. Joseph (guar.)	5,263,856	7	50	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Houstonia (preferred)	1,180,000	8	104	---
Indianapolis & Madison (pref.)	407,900	3	8	---
Kennebunk & Portland (preferred)	372,000	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	30	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	50	---
" (2d pref.)	3,819,772	7	30	---
Michigan S. & N. Indiana (guar.)	2,183,000	10	140	---
Mil. & Prairie du Chien (1st pref.)	2,778,500	8	101	---
" (2d pref.)	1,014,000	7	91	---
Milwaukee & St. Paul (preferred)	2,400,000	7	74	---
New Haven & Northampton (guar.)	1,010,000	4	---	---
New York & Harlem (preferred)	1,500,000	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Pateron & Hudson (guaranteed)	620,000	8	8	---
Pateron & Ramapo (guaranteed)	248,000	5	5	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	140	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	824	---
Pittsfield & North Adams (guar.)	450,000	6	100	---
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	6	---
" (preferred)	608,176	8	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	58	---
Toledo & Wabash (preferred)	984,700	7	57	---
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	57	---
" (2d pref.)	904,473	7	57	---
Troy & Greenbush (guaranteed)	274,400	6	52	---
Vermont & Canada, (guaranteed)	1,600,000	8	8	---
Warren (guaranteed)	1,403,300	7	7	---
White Mountains (guaranteed)	200,000	5	5	---
Wrightson, Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	New York Stock Exchange.	
			Dividends.	Market Prices
CANAL AND NAVIGATION STOCKS :	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,243,563	53	53
Chesapeake and Ohio	100	8,226,595	31	31
Delaware Division	100	1,633,350	137	137
Delaware and Hudson	100	10,000,000	10	10
Delaware and Raritan	100	2,298,400	10	10
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	50	4,282,950	52	52
Lehigh Navigation	50	2,722,607	28	28
Monongahela Navigation	50	726,800	54	54
Morris, (consolidated)	100	1,025,000	75	75
" (preferred)	100	1,175,000	112	112
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,932,457	21	21
" (preferred)	50	2,048,260	10	10
Susquehanna and Tide Water	50	98,000	57	57
Union	50	2,750,000	54	54
Union (preferred)	50	1,000,000	25	25
West Branch and Susquehanna	100	700,000	16	16
Wyoming Valley	50	---	---	---

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.
 IRON—DUTY : Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, 49 per ton; Polished Sheet, 3 cents per lb.
 Pig, Scotch, No. 1...per ton 48 @ 51
 Pig, American, No. 1...50 @ 51
 Bar, Refined, English...105 @ 110
 Bar, Swedes, assorted sizes (in gold)...@ 97 50
 STORE PRICES.—
 Bar, Swedes, assorted sizes...165 @ 175
 Bar, English & American, Refined...125 @ 150
 Bar, English & American, common...115 @ 120
 Scroll, English...158 @ 200
 Oval and Half-round...145 @ 155
 Band, English...@ 155
 Horse Shoe...150 @ 155
 Rods, English...127 50 @ 190
 Hoop, English...160 @ 225
 Nail Rod...per lb...10 @ 11
 Sheet, Russia...per lb...33 @ 37½
 Sheet, English, Single, Double and Treble...7½ @ 10½
 Sheet, Am., Single Double and Treble...@ 10½
 Rails, English (gold)...per ton...57 @ 60
 Rails, American...35 @ 40
 STEEL—DUTY : Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast...1st & 2d qly...per lb...18 @ 23

English Spring...1st & 2d qly...114 @ 13

English Blister...1st & 2d qly...13 @ 20

English Machinery...13 @ 15

German...15 @ 17

American, Blister...12 @ 14

American, Cast, Hammered...19 @ 22

American, Cast, Rolled...13 @ 15

American Spring...11 @ 13

American Machinery...13 @ 14

Milan (in bond)...@ 10

COPPER—DUTY : Pig, Bar and Ingot, 24¢; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 31 oz. per square foot, 3¢ cents per lb.

Sheathing, New... (suits)...per lb...@ 55

Sheathing, Yellow...@ 46

Pig, Chile...@ 55

Bolts...@ 55

Braziers...@ 55

American Ingot... (cash)...37 @ 38½

LEAD—DUTY : Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 24 cents per lb.

Galena...per 100 lb...@ 10

Spanish...9 40 @ 9 60

German Refined...9 40 @ 9 60

English...9 40 @ 9 60

Bar...per lb...@ 12

Pipe and Sheet...@ 16

TIN—DUTY : Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 21 cents per lb.

Banca...per lb...@ 27½

Straits...@ 24

English...@ 26

Plates, Charcoal I. C...per box 15 75 @ 16

Plates, I. C. Coke...12 50 @ 14 50

Terne, Coke...@ 11

Terne, Charcoal...14 50 @ 15

NAILS—DUTY : Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash)

Cut, 4d. @ 6... (cash)...per 100 lb...@ 7 50

Clinch... (cash)...@ 9 50

Copper...@ 60

Ausable Horse, Norway Iron, Forged...@ 41

Zinc Nails... (6 mos.)...@ 20

PETROLEUM—DUTY : Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40 @ 47 gravity...32 @ 32½

Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)...73 @ 74

Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)...73 @ 74

Naphtha, Refined (60 @ 65 gravity)...42 @ 43

Actual Sale Prices for the week ending Jan. 31.
 Th. 25. F. 26 Sat. 27. M. 28. Tu. 29. W. 31

Atlantic M. S. S. Co...108	115	115	115	115
At. & Gt. W. (O) 1st m't.	96	96	96	96
Buffalo, N. Y. & E. 1M.	105	105	105	105
California 7's	118	118	118	118
Canton Co...44	44	44	44	44
Central Am. Transit	44	44	44	44
Chicago & Alton...105	104	104	104	104
" pref. ...105	105	105	105	105
Chicago & Rock Isl...112	109	109	109	109
Ohio & Northwest'n...29	28½	28½	28½	28½
" pref. ...55	54	54	54	54
1st M. ...84	85	84	84	84
2d M. ...112	112	112	112	112
" S. F. ...112	112	112	112	112
" A. B. ...112	112	112	112	112
" I. B. ...112	112	112	112	112
Chicago & Rock Isl...96	97½	97½	97½	97½
" 1st M. '70	97	97	97	97
Clev. Col. and Clin...115	115	115	115	115
Clev. and Pittsburg...77	78	78	78	78
" 2 M. ...115	115	115	115	115
" 3 M. ...115	115	115	115	115
" 4 M. ...115	115	115	115	115
Clev. and Toledo...105	105	105	105	105
" S. F. 7 p.c. ...105	105	105	105	105
Cumberland Coal, pref 46	45½	44½	44½	44½
Del. & Hudson Canal	130	130	130	130
Del. & Lack. & West	148	149	149	149
" 1M. 8p.c.'71-8.102	148	148	148	148
" 2M. 8p.c.'81	148	148	148	148
Erie ...84x	84	84	84	84
" pref. ...84x	84	84	84	84
" 1M. 7 p.c. '67	84	84	84	84
" 2 M. 7 p.c. '70	84	84	84	84
" 3 M. 7 p.c. '85	84	84	84	84
" 4 M. 7 p.c. '80	94	94	94	94
" 5 M. 7 p.c. '88	94	94	94	94
Galena and Chicago...101	101	101	101	101
" 1M. 7p.c.'82	101	101	101	101
Hann. & St. Joseph...101	101	101	101	101
" pref. ...101	101	101	101	101
Hudson River ...100	100	100	100	100
" script...100	100	100	100	100
" 1M. 7p.c.'69	100	100	100	100
" conv. bonds...100	100	100	100	100
Illinois Central ...117	117	117	117	117
" Can. bd. so. ...117	117	117	117	117
Marietta & Clin. 1st pref.	108	108	108	108
" 2d ...108	108	108	108	108
" 1st mort. ...108	108	108	108	108
Mariposa Mining Co...13	13	13	13	13
Michigan Central ...101	101	101	101	101
" SF. 8p.c.'82	101	101	101	101
" conv. 8p.c.'69	101	101	101	101
M. S. and N. I. ...66	67	67	67	67
" guard'd ...66	66	66	66	66
" 2 M. ...66	66	66	66	66
Mil. and P. du Chien...101	101	101	101	101
" 1st pref. ...101	101	101	101	101
" 2d pref. ...101	101			

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th. 25. F. 26 Sat. 27. M. 29. Tu. 30. W. 31

FEDERAL STOCKS:-

U. S. 6s, 1871, reg.	93	92	92	93	93
U. S. 6s, 1871, coup.	93	92	92	93	93
U. S. 6s, 1874, reg.	93	92	92	93	93
U. S. 6s, 1874, coup.	93	92	92	93	93
U. S. 6s, 1866, coup.	93	92	92	93	93
U. S. 6s, 10-40s, coup.	93	92	92	93	93
U. S. 6s, 10-40s, reg.	93	92	92	93	93
U. S. 6s, 1881, reg.	103	103	103	103	103
U. S. 6s, 1881, cou.	103	103	103	103	103
U. S. 6s, '81, O.W.L.Y.	103	103	103	103	103
U. S. 6s, 1881, " 4y.	103	103	103	103	103
U. S. 6s, 1867, reg.	128	128	128	128	128
U. S. 6s, 1868, reg.	128	128	128	128	128
U. S. 6s, 1868, coup.	128	128	128	128	128
U. S. 6s, 1 year certif.	98	98	98	98	98
U. S. 6s, 5-20s, c. 1862-102	102	103	102	102	103
U. S. 6s, 5-20s, c. 1864-	101	101	101	101	101
U. S. 6s, 5-20s, c. 1865-101	101	101	101	102	101
U. S. 6s, " reg.	101	101	102	102	101
730 Notes, 1st series	99	98	98	98	99
" 2d series.	98	98	98	98	98
" 3d series.	98	98	98	98	99
American Gold	139	139	139	139	139

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W. 24. Th. 25. F. 26. Sat. 27. M. 29. Tu. 30.

Cattawissa	27	26	21	23	21	23
" preferred	30	37	34	35	32	34
Camden & Amboy	114	115	115	115	115	116
" " 6s, '77	—	—	—	—	—	—
" " 6s, '70	—	—	—	—	—	89
" " 6s, '75	—	—	—	—	—	—
" " 6s, '83	—	—	—	—	—	—
" " 6s, '89. 82	83	83	83	83	83	83
" mort. 6s, '89	90	90	90	90	90	90
Ches. & Del. Canal 6s, '86	—	—	—	—	—	—
Del. Div. Canal	31	31	31	31	31	31
Elmira & W'mport	—	—	—	—	—	—
" " pref.	—	—	—	—	—	—
" " 7s	—	—	—	—	—	—
Lehigh Navigation	53	53	53	53	53	53
" " 6s, '70	—	—	—	—	—	—
" " 6s, '84	—	—	—	—	—	—
Lehigh Valley R. R.	61	61	61	61	61	61
" " 6s	—	—	—	—	—	—
Little Schuylkill R. R.	32	32	32	32	32	32
" " 7s	93	93	93	93	93	93
Long Island	—	—	—	—	—	—
" " 6s	—	—	—	—	—	—
Minehill	54	54	54	54	54	54
Morris Canal	75	75	75	75	75	75
" " pref.	—	—	—	—	—	—
" " 6s, '76	—	—	—	—	—	—
North Pennsylvania	33	33	33	33	33	33
" " 6s	—	—	—	—	—	—
" " 10s	—	—	—	—	—	—
Northern Central	44	44	44	44	44	44
Pennsylvania R. R.	54	54	54	55	54	54
" 1st m.	94	94	94	94	94	94
" 2d m.	—	—	—	—	—	—
Penn. State, 6s	86	86	86	86	86	86
" " 5s, coupon	86	86	85	85	85	85
" " 6s, W. L.	—	—	101	—	—	—
Philadelphia City, 6s	87	87	87	87	87	87
" " now. 91	91	91	91	90	91	91
Philad., Germ. & Nor.	—	—	—	54	54	54
Phila. & Reading	50	49	49	49	49	49
" " 6s, '86	—	—	—	—	—	—
" " 6s, '70	—	—	—	—	—	93
Philadelphia & Erie	30	29	27	29	29	29
" " 6s	—	—	—	—	—	86
Philad. & Sunbury	78	78	78	78	78	78
Schuylkill Navigation	22	22	21	21	21	21
" " pref. 28	27	28	27	28	27	28
" " 6s '82 76	—	—	—	—	—	—
" " 6s '76	—	—	—	—	—	—
" " 6s '72	—	—	—	80	83	83
Susq. Canal	—	—	—	9	9	9
" " 6s '78	—	—	—	—	47	47
Union Canal, pref.	42	3	3	3	5	5
" " 6s '83 " 24	—	—	25	—	—	—
West Br. Canal 6s '78	—	—	—	—	—	—
Wyoming Valley Canal	—	—	57	—	—	—
" " bonds	—	—	—	—	—	—
Hestonville, (Horse) 36	36	36	34	34	33	33
Chestnut & Wal.	—	—	—	—	—	—
Green & Conest.	—	—	30	—	—	—
2d and 3d streets,	71	71	71	71	71	71
Spruce & Pine,	—	—	—	—	—	—

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W. 24. Th. 25. F. 26. Sat. 27. M. 29. Tu. 30.

Baltimore City 6s, 1875	100	100	—	—	—	—
" 1880	—	—	—	—	—	—
" 1870	—	97	97	97	97	97
" 1890-100	100	113	113	113	113	100
Balt. and Ohio	—	—	—	—	—	—
" " b'ds, '62	—	—	—	—	—	—
" " '67	—	—	—	—	—	—
" " '75	—	—	—	—	97	97
" " '80	—	—	—	—	—	—
" " '85	98	—	—	—	—	—
Northern Central	—	—	—	—	—	—
" " b'ds, '85	—	86	85	85	85	85
" " '95	—	—	—	—	—	—
City Passengers R. R.	—	—	18	18	18	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th. 25. F. 26 Sat. 27. M. 29. Tu. 30. W. 31

Boston and Lowell	91	93	91	—	—	—
Boston and Maine	117	—	—	—	—	128
Boston and Providence	—	128	—	—	—	128
Boston and Worcester	130	—	—	—	—	130
Cheeshire, pref.	44	—	44	44	44	44
Concord	59	—	—	—	59	59
Connecticut River	—	103	—	—	—	103
Eastern, Mass.	99	—	99	99	99	99
Eastern, N. H.	—	—	—	—	98	98
Fitchburg	—	106	—	—	106	106
Manchester & Lawrence	—	—	—	—	—	—
Michigan Central	—	—	—	—	—	—
Northern, N. H.	91	91	90	—	—	—
Old Colony and Fall R.	101	100	100	100	100	100
Ph., Wil. & Baltimore	57	57	57	57	57	56
Portl'd, Saco & Porta.	94	—	—	—	95	95
Vermont & Canada	—	96	—	—	—	96
Vermont & Mass.	39	39	39	39	39	39
Western	137	—	137	—	137	—
Broadway (Horse)	—	—	—	—	—	—
Cambridge	—	—	—	—	—	—
Metropolitan	48	48	48	48	48	48
Middlesex	—	—	—	—	—	—
Central Mining Co.	—	—	—	—	—	—
Copper Falls	26	26	26	26	26	26
Franklin	37	37	37	37	37	37
Huron	—	39	—	39	—	39
Isle Royale	15	14	14	14	14	14
National	—	19	19	19	19	19
Minnesota	17	17	17	17	17	17
Pewabic	36	35	35	35	35	35
Pittsburg	—	56	56	56	56	56
Quincy	55	55	54	54	54	54
Rockland	—	—	—	—	—	—

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of January:	—	to	—
United States 6s, 1881	—	—	—
Do. 5s, 1874	—	—	—
Do. 6s, 5-20s, 1882	64	64	66
Virginia State 5s	48	48	52
Do. 6 per cent.	40	40	42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	76	78
Do., 2d mort., 1881	75	75	77
Pennsylvania, 1st mort., 1877	79	79	81
Do., 2d mort., 1882	73	73	75
Erie shares, \$100 (all paid)	57	57	58
Do., 7s, preference	—	—	—
Do., 7s, 1st mort., 1867	—	—	—
Do., 7s, 2d mort., 1879	—	—	—
Do., 7s, 3d mort., 1883	—	—	—
Do., 7s, 4th mort.	—	—	—
Do., 7s, 5th mort.	—	—	—
Illinois Central 6s, 1875	80	80	82
Illinois Central 7s, 1875	65	65	70
Do. do. \$100 shares, all paid	76	76	76
Marietta and Cincinnati Railroad Bonds	72	72	74
Michigan Central 5s, Convertible, 1869	—	—	—
Do. do. S. F. 1st mort., '82. X. C.	—	—	—
Michigan S. and N. Indiana 7s, S. F., 1886	—	—	—
Do. do. do. \$100 shares	—	—	—
New York Central 6s, S. F., 1883	—	—	—
Do. 7s, 1864	—	—	—
Do. 7s, S. F., 1876	—	—	—
Do. 7s, Convertible, 1876	—	—	—
Do. do. \$100 shares	—	—	—
Panama, 1st mortgage 7s, 1865	—	—	—
Do. 2d mortgage 7s, 1872	101	101	103
Pennsylvania, 1st mort., 6s, Convertible	84	84	88
Do.			

ket." It is Frankfort then, the *Times* shall assail and not the United States. The truth is, American securities are rising in the estimation of the financial world. All we have to do is to keep them in a sound condition, and they will take precedence of all others.

In connection with this requirement, we have to notice the recent report of the United States Revenue Commission, made to the Secretary of the Treasury by Messrs. Welles, Colwell & Hayes, the former best known for an excellent pamphlet on the burden and resources of the country. The report is considered an able one, examining all the present and future sources of revenue, the defects of the present system, the remedies, and the probable result of an improved one. It proposes the abrogation of many kinds of taxation which are extremely offensive, and produce but little revenue, and looking to simplicity in the choice of taxable products, and the application of sound principle to transactions which can best bear taxation, predicts a very large increase to the annual receipts of the Treasury, as much in the total as \$435,000,000. The report gives a very unfavorable picture of the practical working of the Treasury Department, and recommends a wholesale change in its internal arrangements. We highly approve of the practice of referring the consideration of such questions as these to special commissions. Congressional committees are rarely competent to the task, or willing to give it their deliberate attention. In Great Britain the ablest reports of this character are obtained in a similar manner, and it is to be hoped the practice will obtain with our Government.

The weekly return of the New York associated banks to January 27, shows the following result: Increase of loans, \$1,070,110; in circulation, \$490,176; decrease in specie, \$2,158,618; in deposits, \$8,808,794; in legal tenders \$2,480,746. The decrease here stated is attributed to the flow of temporary deposits into the Sub-Treasury with how much truth, however, we are unable to say, except in the instance of specie, it being known that the customs receipts for the last week amounted up to \$3,226,000.

Government stocks are firm, and in fair demand. Railway securities and shares generally are chiefly under the control of "professional operators," the outsiders choosing to remain outside at present. A very large number of persons have turned their attention to the purchase and sale of stocks, and when we consider the enormous amount off the market, and the fortunes made even by the handling of them, we do not wonder at the liveliness of the street, nor the activity of the dealers. The present system of inflation, loans and currency affords golden opportunities to the quick-witted habitues of the street, and they are not in favor of any financial policy which would narrow and check their operations. We notice that some of the most prominent, occasionally venture into print to sustain the present system, but their opinions are too much the result of self-interest to be authoritative.

We notice from the Price Currents a general decline in prices, as in the case of flour, which in the last week has fallen off nearly a dollar per bbl. If our paper dollar can be made to appreciate, we can bear a more gradual return to old prices, for it is evident that 100 cents to the dol-

lar will buy more even of a high priced article than 70 cents. This fact seems to escape the attention of many writers on the subject of the currency, though it is one of the greatest importance to consumers.

The gold market is rather drooping, though it had a spasmodic rise of about 1 per cent. at the beginning of the week. It is now pretty well understood that the next crop of cotton is to be a much better one than was anticipated. The freedmen have in many of the cotton States returned to the "shovel and the hoe," which they in the end will find their best friends, and lead to independence and respectability much sooner, than idle, dreaming and foolish talk. The question of suffrage may very well be postponed until food and clothing are certain; it is one which made no issue in the war, was not decided by it, and should not be interpolated and thrust in now as any incident of the conflict, or offering a conclusion to be drawn from it. Any new question raised at this time will have the effect to postpone the financial recovery of the reconstructed States, whose aid is now wanted for the support of the National credit, and should not be postponed for abstractions, however plausible.

We have to remark that the stock of our city banks continue to bear a high price in the market. We notice that some institutions stand at high figures; the 1st National at 210-15, others at 140-50, and a large number at 110 and upwards. It is evident that these institutions are prospering greatly under the present condition of affairs.

Foreign exchange is dull, and two per cent. below par for 60 day commercial bills, a pretty conclusive evidence that our importers are not pushed by their foreign creditors if they have any. The gold receipts for customs at this port for the last four years are thus stated: 1862, \$52,254,116 32; 1863, \$58,880,054 42; 1864, \$66,937,127 11; 1865, \$101,772,965 94. It is believed that this increase in the last year is owing considerably to withdrawals from warehouse of imports of a previous date.

One of the remarkable sources of our mineral wealth is the Lake Superior copper region. About five thousand four hundred tons of this valuable metal have been produced there during the past season. The difficulties in Chili have considerably enhanced the price of this article in Europe and this country.

It is perceived as we have already mentioned, that gold has slightly advanced in the market. It has got up to 140, and if things continue as they are, we may expect a still further rise. The most vigorous efforts are being made wherever they can be of effect to prevent an early return to specie payments, or in other words giving our currency an increased purchasing power and more value. Two months time has been passed by Congress without making the least progress toward this desirable object, the Secretary instead of being cheered on in his policy, is kept on the defensive by the advocates of inflation and high prices, and has to bear the unpopularity of doing nothing when it is not his fault that action does not take place at once. If gold is to go up again to anything like its old prices, the sufferings of the people at large will be intense. They must in a large majority of cases do without many of the neces-

saries of life, for prices will go up again. Every per cent. rise in gold is followed by 5 and 10 per cent. rise in currency prices. From this oppressive state of things we were beginning to escape, and the talk of resumption, a coming event, cast its friendly shadow before it. But if we are to be tied up by the influences of paper money, and delivered up to the mercies of speculators and money changers, we see before the people of this country a fate of which they do not even dream. We may see them at last in two classes only, the rich, made so without labor or industry, but by our financial embarrassments, and the poor, whose whole efforts will be necessary to obtain food. The enormous fortunes made in the last four years by contracts, stock gambling and other methods which a redundant currency generates, are already seen to influence very badly the tone of American society, if not to sap its morals. When we therefore advocate a return to a sound currency, we are perhaps without knowing it, advocating the best interests of the State and of individuals, we are in fact talking religion itself in its most practical form.

The exports from this port for the week ending January 30, exclusive of specie, were \$3,449,470.

The business of the Sub-Treasury was something on the same scale, the balance on Wednesday having swelled to \$7,620,080.

For the weekly changes in prices, we as usual refer our readers to our tables.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 84; do., 2½s, 78@80; Ohio 6s, 1881, 94½; N. Y. State 7s, Bounty Loan, 99¾; Louisiana 6s, 81½; Illinois War Loan, 96; Brooklyn Park Loan, 84½; Hannibal and St. Joseph 1st L. G. Bonds, 92; Milwaukee and St. Paul 1st mort., 80; Sixth Avenue R. R., 136; Stonington, 117; N. J. Central, 114¼; Morris and Essex R. R., 103¼; Butler Coal, 13½; Wyoming Valley, 50; Wolf Creek Diamond, 96¾; Schuylkill Coal, 16; American Coal, 66; Lehigh and Susq. Coal, 5½; Copake Iron, ½; Mariposa pref., 17½; Citizens Gas, 118; Western Union Tel., 54; Union Navigation, 100; Rutland Marble, 14; Bank of Commerce, 105; Merchants Bank, 110½; Bank of New York, 110; Am. Ex. Bank, 113; Bank of Republic, 112; Metropolitan Bank, 121; Importers and Traders Bank, 100; 4th National Bank, 98; 9th National Bank, 109½; Phoenix Bank, 96; Central Bank, 108; Continental Bank, 96; Shoe and Leather Bank, 103.

Philadelphia.—Allegheny Co. coupon 5s, 72½; Westchester 7s, 76; 10th and 11th streets R. R., 52½; West Philadelphia R. R., 67½; 18th and 15th streets, 32; Fulton Coal, 7½; New Creek Coal, 1½; Mahanoy Coal, 6½; Buck Mt. Coal, 45; N. Y. and Middle Coal Fields, 7; Big Mt. Coal, 5½; St. Nicholas Coal, 8½; Swatara Falls, 2; Preston Coal, 18; Farm. and Mech. Bank, 122; Mechanics Bank, 28¾; Bank of North America, 202½; Philadelphia Bank, 140; Commercial Bank, 50½; Girard Bank, 52; Union Bank, 54½; Corn Planter Oil, 1½; Dalzell, 1½; Excelsior, ¾; Junction, 1½; Maple Shade, 4½; McElrath, 2½; McClintock, 1½; McKean, 8½; Mingo, 2½; McIlhenny, 1½; Ocean, 16; Phila. and C. R., ½; Spencer, 1¼; Sugar Creek, 4½ Wm. Penn, 1. The latest quotations are: City 6s,

86½@87; do., new, 91@91½; State 5s, 85¾@88; do., coupon, 89@89; do., 6s, W. L., 101@101½; Phila., Wil. and Balt., 58½; Reading, 50@50; do., 6s, 1870, 98@98½; do., bonds, 85@86; do., con., 100@107; Camden and Amboy, 116¾@117¾; Penn. R. R., 54¾@55; do., 1st mort., 94½@95; do., 2d mort., 92@92; Little Schuylkill R. R., 31¼@32; Morris Canal, 79@84; do., pref., 114@114½; do., bonds, 90@95; Wyoming Valley Canal, 57@58; do., 6s, 80@85; Susquehanna Canal, 10½@10¾; do., 6s, 50@51; Sch. Nav., 21½@22½; do., pref., 28@28½; do., 6s, 1882, 75@76½; Union Canal bonds, 25@25½; Delaware Div. Canal, 31@31; do., bonds, 80@84; Elmira and Williamsport, 27@30; do., pref., 38@40; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 51½@53; do., bonds, 1884, 90@91; North Pennsylvania, 38½@38½; do., 6s, 83@83½; Philadelphia and Erie, 29½@29¾; do., 6s, 86@87½; Minehill, 54½@54¾; Catawissa, 23½@24; do., pref., 34¾@35; Lehigh Valley, 60@61½; do., bonds, 89½@90; Fifth and Sixth streets, (horse,) 40@52; Second and Third, 71@72; West Philadelphia, 67@70; Spruce and Pine, 35@36; Green and Coates, 30@34; Chestnut and Walnut, 52½@52¾; Thirteenth and Fifteenth, 32@32½; Girard College, 25½@27; Tenth and Eleventh, 52½@52¾; Norristown, 53½@54½; Union, 21@27; Hestonville, 33¾@34½.

Boston.—Rutland and Burlington 1st mort., 72; do., endorsed, 66; do., 2d mort., 23½; Western R. R. 6s, 1875, 94; Vermont and Massachusetts 6s, 91; Boston, Hartford and Erie 7s, 55; Vermont Central 1st mort., 80½; Mad River and Lake Erie 6s, 68; Old Colony and Fall River 6s, 1867, 96½; Ogdensburg and Lake Champlain R. R., 38; Cape Cod R. R., 68; Worcester and Nashua, 103; Boston, Concord and Montreal pref., 65; Granite Railway, 59¾; Taunton Branch 10½; Sandusky, Dayton and Cin., pref., 26; Maine State 6s, 95½; Massachusetts 6s, 1871, gold, 107¾; Rhode Island 6s, 1882, 92; Vermont 6s, 98; Cambridge 6s, 1875, 95¾; Chicago 7s, 1888; Water Loan, 92; Bath 6s, 1891, 91½; Boston 5s, 1868, gold, 110; do., 6s, gold, 118½; do., 6s, 1874, currency, 99¾; Boston Water Power Co., 24½; Cary Imp. Co., 7½; Waverly Co., 4; Union S. S. Co., 93¾; Adams Express Co., 395; Mt. Pleasant Coal, 30; Mammoth Vein Coal, 7¾; Franklin Coal, 20; Roaring Brook Coal, 50; Locomotive Coal, 18; Boston and Nova Scotia Gold, 1.85; Chelsea Gas, 95½; North Bridgewater Gas, 30½; Shawmut Bank, 105; Webster Bank, 103½; Columbian Bank, 106½; Freemans Bank, 112½; Old Boston Bank, 63; Merchants Bank, 110; Eagle Bank, 110½; Atlas Bank, 105½; Suffolk Bank, 117¾; 3d National Bank, 103¾; City Bank, 108¾; Revere Bank, 120; Albany and Boston Mining Co., 18½; Bay State, 10; Eagle River, 2; Hancock, 14½; Humboldt, 4½; Superior, 2½; South Side, 1½.

Baltimore.—N. W. Va. 1st mort., 97; Marietta and Cincinnati bonds, 86; Bare Hill Mining Co., 1.20; Liberty, 0.50; Mineral Hill, 0.40; Maryland, 0.40; Canton Co., 43; Santa Clara, 10; Penn. Oil, 0.60; Baltimore Chrome, 0.80; National Express Co., 4; Union Bank, 73; Merchants Bank, 108; Bank of Baltimore, 106; Marine Bank, 31½; Bank of Commerce, 26½; Franklin Bank, 11¾; Mechanics Bank, 23; Citizens Bank,

13. The latest quotations are: Balt. and Ohio, 112@114; do., 6s, 1867, 96@97; do., 1875, 97@98; do., 1880, 97@98; do., 1885, 99@99; Northern Central, 45@45½; do., bonds, 1885, 85½@86; N. W. Va. 1st mort., 1873, 97@98; do., 2d mort., 95@98; do., 3d mort., 1885, 20@20; do., guar., 93@98; Marietta and Cincinnati 7s, 1891, 85½@86½; Central Ohio 1st mort., 80@85; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 34½@37¾; Western Md. bonds, 77@79; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97½@97½; do., 1873, 96@98; do., 1875, 100½@100%; do., 1886, 98@99; do., 1890, 100½@100%; do., coupon, 100@100%; do., 5s, 1888-70, 82@83; City Passenger R. R., 17½@18½; Canton Co. 44½@44½; Gardner, 0.80@0.90; Gas Coal, 0.60@0.75; Maryland, 0.35@0.40; North State, 0.10@0.10; Springfield, 0.70@0.75; George's Creek, 101@102; Santa Clara, 9½@11; Balt. Chrome, 0.50@1.80; Bare Hill, 1.10@1.20; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.40@0.45; Baltimore Coal, 150@200.

Management of Switches.—Ball's Safety Patent.

It is well known that most of the serious accidents which occur to railway trains are owing to the neglect of the switches, and the forgetfulness of those in charge of them.

Mr. Milton Ball, of Canton, Ohio, has invented a very simple and economical plan by which these dangers may be avoided, and perfect attention on part of the switch tender secured. It consists of a small enclosure at the side of the track in which a vertical lever is placed and by which the track is changed.

The same motion of the lever which produces this change, by an ingenious arrangement closes the place or structure in which the switch tender is obliged to be, and at the same time shuts him in. He cannot get out without moving the switch back again to its ordinary place, a positive and practical demonstration of the alteration it is impossible not to perceive. In this way he is in fact compelled to do his duty, and entire safety to the train and passengers is obtained in a purely mechanical way.

The expense of the arrangement is very trifling, as it is applicable without the least difficulty to the ordinary switches in use.

Improvement of the Hudson River.

The navigation of the Hudson river has from time immemorial, even during the days of the first settlers at Albany been interrupted by the creation of bars below that city. Even the small sloops of 80 tons were some times unable to get up to the town. Every few years spasmodic efforts have been made by the State Legislature to improve the navigation, and considerable sums have been expended for this object. Within the last three years, the attempts under a commission have been more persistent and successful. Liberal appropriations have been made by the Legislature, and the funds have been prudently expended. The Commissioners have performed their duties in the most faithful and satisfactory manner, and the improvements made have been really very great. Their report for 1865 has just been published. The expenditures for the year are stated to be \$116,072 24, of which \$67,365 07

were for the dyke at Cuyler's bar. The Commissioners recommend the following means for the improvement of the river:—

"The experience of the past has demonstrated that an increased depth of navigable channel can be had to almost any desirable extent, by use of means as stated in the report of the Commissioners appointed under act chapter 122, Laws of 1863, as follows: 'To cut through the shoals by dredging, to narrow and straighten the channel by constructing parallel piers or dykes, increasing its velocity by confining the water, and to depend on its downward flow, thus accelerated, to scour out the channel and prevent the formation by deposit of new shoals. By this means the flood-tides are caused to flow upward with less impediment and friction, and consequently with increased velocity and volume. By these processes the navigation is aided not only by deepening the bed of the river, but also by the water rising faster and higher.'

If the Clyde has been deepened so as to admit ocean vessels we do not see why the Hudson can not be equally improved.

New York and New Haven R. R.

It having been finally decided by the courts that the New Haven Railroad Company must pay the bonds fraudulently issued by Schuyler, the Directors have voted to increase the capital stock of the road to \$5,000,000, which will raise enough funds to meet the amount required. On the 27th ult. the subscription books were opened, and all who were stockholders then will be allowed to subscribe for the new stock by surrendering two and a half shares of their old stock for one of the new, and paying for the new stock seventy-five dollars per share. The capital stock of the company was formerly \$3,000,000. The amount of fraudulent bonds was \$2,100,000. A large part of these were bought up by compromising with the holders, the capital stock being increased to accomplish it. The present increase will now pay up all the liabilities caused by the fraudulent issue. The road is considered worth \$10,000,000.

Texas Railroads.

The railroads in Texas complete and in operation, are from Galveston to Houston 40 miles, from Houston to Millican 80 miles, from Harrisburg to Alleyton 80 miles, from Houston to Columbia 45 miles, from Hempstead to Brenham 30 miles, from Houston to Beaumont 75 miles, and from Marshall to Shreveport 40 miles. Total distances, 390 miles. Besides these, a road from Indianola to Victoria, 40 miles, has been long contemplated and partly graded, and one from Brazos Santiago to Brownsville, 30 miles, is in progress. But the great railroad enterprise, which is beginning to engage the attention of the people, is the Kansas City and Galveston Railroad.

Articles of incorporation of a new railroad company called the "La Crescent, Rochester and Yankton Railroad Company," has been filed with the Minnesota Secretary of State. The object is to construct a railroad from the Mississippi River through the Southern tier of Minnesota counties to the Missouri River. The capital is \$10,000,000.

The earnings of the Philadelphia and Erie Railroad for the six months ending December 31, 1865 amounted to \$1,333,471; corresponding period of 1864, \$648,039—showing an excess of \$684,532 for last six months of 1865 over corresponding period in 1864—an increase of nearly 106 per cent.

Anthracite Coal Trade of the United States.

The following table will show the number of tons of coal sent from the different coal regions in 1864, and 1865:

	1864.	1865.
Schuylkill Region :	tons.	tons.
By Reading Railroad	2,768,374	*2,818,176
" Schuylkill Canal	1,000,500	1,022,740
From Pinegrove	24,534	†18,485
By Mahoning and Lehigh	182,808	218,378
Total	3,921,216	4,072,779
Less Lehigh, Shamokin and Lackawanna	272,153	336,977
	3,649,063	3,735,802
Lehigh Region :		
By Lehigh Valley Railroad	1,295,419	1,402,277
" Canal	758,087	888,784
McCauley's Mt.	1,787	546
By Little Schuylkill Railroad	8,690	.....
	2,063,983	2,291,607
Less Wyoming Coal	9,314	250,694
Total	2,054,669	2,040,018
Wyoming Region :		
Wyoming Canal, S.	536,088	329,506
North Branch, W.	94,054	28,957
Penn. Coal Co.	759,544	†577,482
Scranton, North	338,729	264,293
" South	963,728	742,781
Del. and Hudson Co.	852,136	759,570
Lack. and Bloom, S.	407,243	501,236
By Lehigh	9,314	250,694
Total	3,960,836	3,254,519
Shamokin Region	338,478	457,162
Total anthracite	9,998,046	9,488,396
Semi-anthracite :		
Frank. Coal Co. S. W.	61,952	75,495
" L. V.	68,021	61,405
Trevortown	56,601	27,095
Broad Top	386,645	315,996
Total	573,119	479,991
Bituminous :		
Cumberland Coal	665,605	903,495
Imported—foreign	510,708	686,052
Total	1,749,432	2,068,538
Add anthracite	9,998,046	9,488,396
Total tons	11,747,478	11,556,934

CENTRAL NEW JERSEY RAILROAD COAL TONNAGE.

The quantity of coal transported over the Central Railroad of New Jersey from 1861 to 1865, was as follows:

	Lehigh	Lackawanna	Total
	tons.	tons.	tons.
1861	254,367	568,869	823,935
1862	311,296	502,375	816,571
1863	435,729	618,254	1,049,683
1864	474,221	675,743	1,149,964
1865	579,619	494,687	1,004,306

Of the above quantity 87,217 tons Lehigh, and 10,895 tons Lackawanna, in all 98,111 tons, were used on the line; the balance reached Elizabethport.

* The whole coal tonnage of the Philadelphia and Reading Railroad, including the Lebanon Valley Branch, was in 1865, 3,090,814 tons. Only the coal carried from Schuylkill County is embraced in this table.

† The whole trade from Pinegrove was 157,840 tons. The balance is embraced in the railroad report.

‡ Of this quantity 47,025 tons were sent via Delaware and Hudson Coal Company's Canal, and 530,457 tons by rail to Newburg.

SCHUYLKILL REGION.

The quantity of coal sent to market from the Schuylkill region in 1865 was 3,735,802 tons.

MAHANOY COAL TONNAGE.

The number of tons of coal sent from the Mahanoy region in 1865 was 1,823,655

In 1864 1,501,518

Increase in 1865 322,137

Nearly half the coal mined in 1865 came from the Mahanoy and Locust Mountain Regions.

LATERAL RAILROADS.

The following is the tonnage of the different lateral railroads in Schuylkill County, in the years 1864 and 1865:

1864. 1865.

Mine Hill and S. Haven 1,517,357 1,579,494

Mill Creek 436,163 326,367

Mahanoy and Broad Mt. 776,670 802,885

Schuylkill Valley 230,961 222,629

Mount Carbon 115,637 101,826

Little Schuylkill 537,396 585,535

Lorberry Creek 164,381 111,773

Swatara 46,835 46,067

3,826,400 3,776,575

Union Canal 212,216 157,840

The coal that passed over the Union Canal Railroad is received from the Lorberry Creek and Swatara roads. The Mahanoy Coal also passed on the Mill Creek Railroad, making the tonnage of that road in 1864, 1,212,833 tons, and in 1865, 1,129,252 tons.

MORRIS CANAL COAL COMPANY.

The following is a statement of the amount of coal which entered the Morris Canal since 1861:

—Lehigh coal from— Scranton—

Canal Railroad Total Coal Total

Years. tons. tons. tons. tons. tons.

1861. 272,616 1,401 274,017 140,922 414,939

1862. 106,431 45,738 152,169 172,128 324,297

1863. 208,897 48,234 256,631 145,815 402,446

1864. 194,097 37,644 231,741 151,122 382,866

1865. 217,814 74,171 291,985 124,204 416,189

TONNAGE EAST PENN. RAILROAD COAL TONNAGE.

The coal trade of the East Pennsylvania Railroad from the Lehigh Region, was :

tons. tons.

In 1860. 11,030 In 1863. 9,526

" 1861. 10,622 " 1864. 9,341

" 1862. 6,667 " 1865. 8,845

TONNAGE NORTH PENN. RAILROAD COAL TONNAGE.

Quantity transported over their road from the Lehigh Region in the following years:

tons. tons.

In 1858. 73,124 In 1862. 103,947

" 1859. 80,432 " 1863. 113,680

" 1860. 91,327 " 1864. 123,475

" 1861. 98,389 " 1865. 129,695

TONNAGE PHILADELPHIA AND READING RAILROAD.

Amounts of coal received from various lateral railroads in Schuylkill coal Region:

Schuylkill Valley Railroad 95,294

Mill Creek Railroad 228,286

Mahanoy and Broad Mt. R. R. 702,926

Do., from Shamokin and Pottsville R.R. 9,895

Total at Port Carbon 1,036,401

Mt. Carbon R. R. at Mt. Carbon 38,911

Minehill and Schuylkill Haven R. R. at

Schuylkill Haven 1,072,836

Schuylkill and Susquehanna R. R. at

Auburn 143,078

Little Schuylkill R. R. at Port Clinton.. 521,950

2,813,176

Bituminous and anthracite from Harris-

burg and Dauphin 277,638

Total of all 3,090,813

SCHUYLKILL NAVIGATION COMPANY.

The number of tons of coal transported by this company in 1865, was 1,022,740 against 1,000,500 in 1864. The supply for the line in 1865 was 87,250 tons, and sent south of Philadelphia, 46,893 tons.

COAL TRADE OF THE LINE.

The trade of the line between Pottsville and Philadelphia and on the Lebanon Valley Railroad was as follows in the last five years:

Years.	Railroad.	Canal.	Total.
1861	278,647	156,673	435,320
1862	416,856	129,060	545,916
1863	548,755	122,884	671,589
1864	634,074	114,364	748,448
1865	659,379	87,250	746,629

Of the above tonnage 620,275 tons were delivered at the following points on the line where there are iron works.

Railroad.	Canal.	Total.
Leesport	4,843	12,912
Reading	147,697	28,369
Birdsboro'	11,216	2,036
Pottstown	12,626	919
Phoenixville	67,567	252
Norristown	109,019	1,883
Conshohocken	8,157	1,824
Spring Mills	15,256	15,256
Swedes Falls	4,756	4,756
Manayunk Falls, Nicetown & Germantown	113,616	5,713
Robeornia, (Leb. Val.)	15,345	15,345
Lebanon (")	49,670	49,670

Supply in 1865 620,275

Supply in 1864 655,798

Decrease at these points in 1865 35,523

—Caused by the stoppage of the iron works a considerable portion of the season.

QUANTITY SENT TO PHILADELPHIA.

The following is the quantity of coal sent to Philadelphia in the following years by railroad and canal:

Railroad.	Canal.	Total.
1861	273,473	473,965
1862	316,631	290,583
1863	388,352	237,563
1864	373,070	307,430
1865	380,233	296,925
		677,158

The quantity of Schuylkill Coal consumed on the line of the railroad and canal, exceeds the quantity delivered at Philadelphia for consumption.

The receipts of coal at Port Richmond were as follows since 1861:

Tons.	Tons.
1,886,447	1,863,....
909,112	1,864,....
1,325,400	1,865,....

The loss and gain for 1864 and 1865, at the following points we sum up as follows:

1864.	1865.		
Loss.	Gain.	Loss.	Gain.
On the line	76,859	1,819	....
At Philadelphia	54,587	3,342	....
At Richmond	69,731	4,221	....
Eastern trade by canal	53,560	....	12,966
	69,731	185,006	9,382
		69,731	9,382

Gain in 1864 and 1865 115,275 3,584

LEHIGH VALLEY RAILROAD.

The number of tons of coal distributed on the line of the Lehigh Valley Railroad in 1865, was 1,402,277; in 1864, 1,295,419—increase in 1865, 106,858 tons.

LOCUST MOUNTAIN COAL AND IRON COMPANY.

The quantity of coal mined and sent to market by this company in 1865, was 366,997 tons.

DELAWARE AND HUDSON CANAL COMPANY.

The number of tons of coal mined and forwarded on the railroad of this company for the year ending December 15, 1865, was 812,094. Same period last year..... 886,841

Decrease in 1865 74,747

CONSUMPTION OF COAL ON THE LINE.

Of the total supply of anthracite in 1865, 9,488,396 tons, about 2,205,109 tons were consumed on the lines of the different avenues to tide water and the interior. There were consumed on the line of the Schuylkill 746,629 tons, and on the Lehigh 505,858 tons.

LEHIGH COAL TRADE.

The quantity of coal sent to market from the Lehigh Region by the different operators in 1865, was: by railroad 1,046,626 tons; by canal 723,669 tons—total, 1,770,295 tons; and from the Schuylkill, Wilkesbarre, etc., 520,766—making a total of 2,291,061 tons.

LEHIGH NAVIGATION COMPANY.

The following is the distribution of coal carried by the Lehigh Navigation Company in 1865:

	Tons.
Consumed on line of Lehigh Canal	82,235
Entered Morris Canal at Easton	217,813
Entered Delaware and Raritan Canal	399,067
Consumed on line of Delaware Division ..	28,930
Arrived at Bristol	160,739

Total shipments in 1865 888,784

SHAMOKIN COAL TRADE.

The number of tons of coal sent from the Shamokin Region, by the different operators in 1865, was 457,162; in 1864, 333,478 tons—increase in 1865 of 123,684 tons.

Of the 457,162 tons of coal from the Shamokin Region in 1865, 283,875 tons passed over the Minehill and Schuylkill Haven Railroad, against 210,360 in 1864—making an increase in 1865 of 73,515 tons; the balance was sent *via* Sunbury to market.

LITTLE SCHUYLKILL RAILROAD.

The quantity of coal transported over this road during the year ending November 30, 1865, by the different operators, was 585,534 tons.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

The coal business of this company in 1864 and 1865, was as follows:

	1864.	1865.
	Tons.	Tons.
Amount sold at mines	2,984	923
" shipped North ..	342,382	271,519
" " South....	957,747	734,445
	1,308,113	1,006,887

The total shipments since the opening of the road have been 9,620,700 tons.

BLOSSBURG COAL TRADE.

The following is the quantity of coal transported over the Blossburg and Corning Railroad since 1860:

	Tons.	Tons.	
1860	96,918	1863	235,843
1861	112,712	1864	384,977
1862	179,384	1865	394,632

BARCLAY COAL TRADE.

The quantity of coal sent to market in 1865 from the Barclay Region was 68,463 tons.

SCHUYLKILL AND SUSQUEHANNA RAILROAD COAL TRADE.

The following is the quantity of coal transported over the Schuylkill and Susquehanna Railroad in 1865, and the following years:

	1865.	East.	West.	Total.
From Pine Grove	143,502	18,458	161,987	
" Dunphin, West ..	.....	.....	20,625	
" Auburn, West ..	.....	.....	4,169	

1865. 186,781

In 1864 191,391 24,534 240,057

In 1863 189,254 48,449 237,703

In 1862 146,095 53,842 199,987

In 1861 101,523 91,820 193,343

In 1860 94,975 14,718 109,693

The road is now owned and worked by the Reading Railroad Company.

COAL TRADE OF ELIZABETHPORT.

The quantity of coal received at Elizabethport, New Jersey, by the different companies and shippers in 1865, was 906,195 tons. Of which 422,402 tons were from the Lehigh, Schuylkill and Wilkesbarre Regions, independent of that sent from Scranton by the Delaware, Lackawanna and Western Railroad Company.

CUMBERLAND COAL TRADE.

The quantity sent to market in 1865 from the Cumberland Region was as follows:

By railroad 560,293

By canal 343,202

Total 903,495

In 1864 665,605

Increase in 1865 237,890

The above is for the year ending September 30, 1865, and corresponds with the other reports. The full supply sent to market for the full year of 1865, by the Baltimore and Ohio Railroad is as follows:

Quantity sent through to Baltimore 502,689

Delivered on line of road 51,539

Transported for use of company 175,277

Delivered at Baltimore for use of three steamships 16,000

Total quantity transported in 1865... 745,505

This is the heaviest quantity of coal ever transported over the road in a single year, and it would have been larger if the trade had not been retarded in the early part of the year by Government transportation of troops, &c. They expect to increase the coal shipments considerably in 1866.

BERVIDERE DELAWARE COAL TONNAGE.

The number of tons of coal transported over this road in 1864 and 1865, is as follows:

Through. Way. Total.

1864 161,278 18,095 174,323

1865 202,781 11,585 214,345

CATAWISSA RAILROAD COMPANY.

The coal tonnage of this road has been as follows:

McCauley

Lacka. Lehigh. Mt. Bitu. Total.

1861. 6,553 6,220 1,997 1,029 15,799

1862. 46,689 85,539 3,282 1,536 137,046

1863. 101,984 43,887 7,477 308 153,606

1864. No Report.

1865. 22,286 3,367 546 6,004 32,203

Total 177,462 139,013 13,302 8,877 340,854

IMPORTATIONS AND EXPORTATIONS OF COAL.

The quantity of coal imported into the country and exported during the years 1864 and 1865, was as follows:

1864. 1865.

Imported. Tons. Value. Tons. Value.

Paying duty 246,117 \$764,311 219,116 \$568,106

Under Reciprocity

Treaty 264,591 885,677 466,086 1,210,004

510,708 \$1,649,988 685,052 \$1,788,110

1864. 1865.

Exported. Tons. Value. Tons. Value.

Domestic 173,021 \$1,207,802 *138,438 \$1,348,871

Foreign 2,018 31,456

175,039 \$1,239,258 132,438 \$1,348,871

* No returns were received from New Orleans, or San Francisco for the 1st and 2d quarters of 1865.

Interest and Dividends.

The Milwaukee and Prairie du Chien Railroad Company has declared a dividend of 4 per cent. on the first preferred stock, and 3½ per cent. on the second preferred, for the six months ending January 22, 1866, both payable Feb. 1; after which date the mortgage bonds can be converted into 1st preferred stock.

The Northern Central Railway Company have declared a quarterly dividend of 2 per cent. clear of National and State taxes, payable 20th Feb.

The Pennsylvania Railroad Company have declared a semi-annual dividend of 5 per cent. clear of all taxes. It is understood that after declaring this dividend the company have left in the treasury a reserved fund of \$8,000,000.

The Wyoming Valley Railroad and Coal Company will pay a dividend of 5 per cent. Feb. 17.

The Long Island Railroad Company will pay a quarterly dividend of 2 per cent., February 26, at the National Bank of North America.

The earnings of the Middleboro' and Taunton railroad for the past year were: from passengers, \$11,408 07; freight, \$9,496 78; mail, \$600; total, \$21,504 80. Expenses, \$21,458 41. Profit, \$51 39. The following list of Directors was chosen: J. B. Tobey, E. Tucker, P. Tillinghast, W. A. Crocker, C. Robinson, Albert Field, President, J. B. Tobey; Superintendent, A. E. Swasey.

Major Gen. Burnside having been elected President of the Reno, Oil Creek and Pithole Railroad, Major J. L. Wilson of Indiana, and one of the Directors of the Reno Oil and Land Company, has assumed the position of Superintendent. About eight miles of track are laid upon this road and the work is progressing at the rate of half a mile per day.

The Senate of Maryland has unanimously passed the bill authorizing the Mayor and City Council of Baltimore to subscribe to two hundred thousand dollars of the capital stock of the Western Maryland Railroad Company. This bill had previously passed the House, and is therefore a law.

The Directors of the Oil Creek Railroad at a recent meeting, elected S. W. Steward, Esq., of Corry, President, and H. F. Sweetser, Superintendent.

The Tideoute Chronicle reports three hundred hands at work, grading the new road from Irvine to Oleopolis.

The Baltimore and Ohio Railroad Company have assumed the management and control of the Winchester and Potomac Railroad.

[F] Only four miles of the Norfolk and Petersburg Railroad remain to be repaired, when the connection by rail between Norfolk and Memphis, Tenn., will be unbroken, save at Lynchburg. This break in the great chain of railroads will be filled by the 1st of February.

[F] The bridge over Difficult Creek, Va., on the Loudoun and Hampshire Railroad, has been completed. This completes the repairing of the road for a distance of about twenty-two miles.

[F] The bridge over Neuse River, on the North Carolina Railroad, has been repaired, and the cars are now running through to Goldsboro.

European and North American Railroad.

Notwithstanding the disinclination of the public to invest in the stock of new railroads, the International Railway Company, as our Provincial neighbors call this line, which is to connect the maritime Provinces with New England, seems to be in a fair way of success. We have before us an official note from the Premier of New Brunswick certifying to the fact that the entire line from Truro, in Nova Scotia, to Moncton, in New Brunswick, is under contract to the International Contract Company of London, which secures the completion of the road between Halifax and St. John in four years.

From St. John to the boundary of Maine, a distance of 86 miles, the work is under contract to the European and North American Railroad Co., of Maine, who have sub-let the New Brunswick portion to Messrs. Pierce & Blaisdell of this city, under whom the construction is now being carried forward, commencing at the Suspension Bridge. Should anything interfere to delay the work on this side the boundary, the New Brunswick line will go forward, connecting with the Woodstock Railroad, and making all the upper St. John country tributary to the city of St. John.

The distance from St. John city to the line of the St. Andrews and Woodstock Railroad is 80 miles; from thence to Houlton, Maine, 47 miles, from thence to Little Falls, on the St. John, about 100 miles, the point which the American line is designed to reach, by the same route from Houlton.

The people of Bangor are alive to the importance of this road to them and their city. They have subscribed handsomely to the stock of the American company (or a large portion of them have,) and in their zeal for the road have asked the city to extend further aid by a loan of credit.

The Railway Company rely on aid from Massachusetts by a sale of land bonds, and some of the leading men of this State urge the necessity of State interposition for a portion of these bonds. The State 5 per cent. bonds are worth par in the market, or nearly so, and it would aid the company if she should exchange her bonds, 5 per cents, for the 6 per cent. land bonds of the company. A petition with the name of ex-Governor Andrew at the head of it is largely signed, favoring this plan.

Aid is confidently expected too from Congress. The claims of Maine and Massachusetts on the United States assigned to the company will no doubt receive attention from this Congress—and it is a favorable circumstance that the Chairman of each Committee on Foreign Affairs in the Senate and House, are from this State—for to these committees the question of paying these debts will naturally be referred.

We are glad to notice in circulation a petition to Congress for the payment of these claims, and in support of the memorial of the railway companies, signed at the head by His Excellency Gov. Bullock. The bill reported by Hon. John H. Rice on the 3d of March, 1866, was unanimously concurred in by an able committee, of which Hon. Mr. Alley of this State and Hon. J. W. Patterson of N.S. Hampshire were members. The purpose of a bill, including the claims of Massachusetts and Maine, jointly, on the principles of Mr. Rice's bill,

will give the railway companies material aid sufficient to ensure the entire line from Bangor to St. John.—*Boston Journal*, Jan. 22.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1866, were... \$56,509 00 Corresponding week of previous year.. 72,705 00

Decrease..... \$16,196 00

The traffic of the Great Western Railway for the week ending Jan. 26, 1866, was as follows:

Passengers	\$2,391 57
Freight and live stock.....	31,117 77
Mails and sundries.....	2,056 31

Total \$55,565 65

Corresponding week of 1865

45,244 90

Increase..... \$10,320 74

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Jan., 1866, were..... \$54,289 00 Corresponding week of 1865

78,501 00

Decrease..... \$24,212 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1866, were..... \$55,976 00 Corresponding week of previous year.. 84,018 00

Decrease..... \$28,042 00

The earnings of the Chicago and Alton Railroad for the 3d week in Jan., 1866

\$48,970 00 Corresponding week of previous year.. 69,500 00

Decrease..... \$20,630 00

The earnings of the Chicago and Northwestern Railway for the third week in January, 1866, were..... \$115,710 22 Corresponding week of previous year. 136,867 48

Decrease..... \$20,657 26

The earnings of the Grand Trunk Railway for the week ending Jan. 20, 1866, were:

Passengers	\$27,685 00
Express, freight, mails and sundries..	4,750 00
Freight and live stock.....	69,807 00

Total \$102,242 00

Corresponding week, 1865

103,179 00

Decrease..... \$937 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 14, were:

	1866.	1865.
Passengers	\$2,484 27	\$2,248 60
Freight	6,673 03	8,360 89
Express	130 22	130 22
Mail	296 58	296 58

Total \$9,584 10 \$11,035 79

Receipts from January 1 to 14:

1865	\$21,629 89
1866	19,600 40

Decrease..... \$2,029 49

The earnings of the Western Union Railroad for the week ending Jan. 21, 1866:

	1866.	1865.
From freight	\$6,854 41	\$8,281 15
" passengers	2,230 50	2,286 87
" express	130 22	228 00
" mail.....	296 58	296 58

Total \$9,511 71 \$11,092 60

Receipts from Jan. 1, to Jan. 21:

1866	\$29,112 11
1865	32,722 49

Decrease..... \$3,610 38

[F] A meeting was held in Frederick, Md., on the 15th inst., for the purpose of maturing measures for building a railroad from the District of Columbia to the Pennsylvania line, by way of Frederick. A committee was appointed to memorialize the Legislature for the passage of an act of incorporation.

[F] The New Jersey Legislature has passed a law extending the Raritan and Delaware Bay railroad, from its present junction with the Camden and Atlantic road, across the country to a point on Delaware bay, opposite Wilmington, Delaware.

James River and Kanawha Canal.

We are informed that an agent deputed by the French company to negotiate with the James River and Kanawha Canal Company for the completion of their work may be soon expected in Richmond. Everything in this State and in West Virginia promises well for harmonious and united action in a work which is manifestly of common interest to both.—*Lynchburg Republican*.

Central Pacific Railroad STATE AID BONDS.

INTEREST AT THE RATE OF

Seven per Cent. per Annum in Gold,

PAYABLE SEMI-ANNUALLY,

Guaranteed and Paid by the State
of California.

The Bonds are secured by a mortgage on 180 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of \$50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50 FISK & HATCH, Bankers.

Kuebler & Seelhorst,
MATHEMATICAL AND OPTICAL
INSTRUMENT MAKERS,
No. 27 South 8th Street, cor. of Jayne, Philadelphia, Penn.

MERCANTILE MUTUAL
INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866-----\$1,366,699

ORGANIZED APRIL, 1844.
Losses paid to Consumers in Cash, over Eighteen Million
Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President.
CHAS. NEWCOMB, Vice-President.
C. J. DESPARD, Secretary.

TRANSFER OFFICE OF THE
CHICAGO AND NORTH WESTERN R. R. CO.,
No. 8 WALL ST., NEW YORK, Jan. 29, 1866.

COUPONS DUE FEB. 1, 1866, FROM THE BONDS
of the "Chicago and Northwestern Railway Com-
pany" and the "Galena and Chicago Union Railroad
Company," will be paid on and after that date, on presen-
tation at this office.

JAMES R. YOUNG, Secretary.

LAWRENCEVILLE
CEMENT COMPANY.
ROSENDALE
HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale, Ulster County, New York. This Brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels made by the company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. BEACH, Pres't.

94 Wall Street, New York.

PUMPING ENGINES,
Ericsson's Caloric Pumps,

FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

JAMES A. ROBINSON,
164 Duane St., cor. Hudson, New York.

TO RAILROAD CONTRACTORS.

PARTIES desirous of making a Contract to build a short line of railroad near the City of Richmond, are requested to call at the office of the Springfield and Deep Run Coal Mining Company, 77 Cedar St., New York, for further particulars.

New York, January 24th, 1866.

414

RAILROAD MAP.

NEW EDITION, JUST ISSUED,
FOR SALE AT THIS OFFICE.

PRICE, { Pocket form (free by mail) \$1 50
Mounted 3 50

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, {
ALBANY, Jan. 20, 1866.

TWENTY-FIFTH SEMI-ANNUAL DIVIDEND.—The Directors of this company have declared a Semi-Annual Dividend of Three Per Cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of January inst., and reopened on the morning of Friday, the 23d day of February next.

E. D. WORCESTER,
Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY, {
NEW YORK, January 17, 1866.

DIVIDEND.—The Directors of this company have declared a semi-annual Dividend from the earnings of the road for six months, ending 31st December, ultimo, of THREE AND ONE HALF PER CENT. on the PREFERRED STOCK.

Also a Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable (less government tax), on Monday, the 11th day of February, at the Treasurer's office, Erie Place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on Saturday, the 20th instant, and be reopened on Wednesday the 7th of February.

HORATIO N. OTIS, Secretary.

COUPONS OF THE CENTRAL PACIFIC RAILROAD COMPANY of California, Due January 1st, 1866, will be paid on and after that date, less government tax, by EUGENE KELLY & CO., 36 Wall Street.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., {
NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was Resolved, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.

8150 THOMAS E. WALKER, Treasurer.

NOTICE TO CONTRACTORS.

RAILWAY CONTRACTORS are invited to submit to GEORGE M. BRAGGIOTTI, 117 Pearl Street, New York, Agents for MESSRS. BELLOT DES MINIERES BROTHERS & CO., of Bordeaux, France, between now and the 15th of February next, proposals for the completion of the grading, bridging, &c., of the AMERICAN CENTRAL RAILWAY OF ILLINOIS, about 180 miles in length, from the City of New Boston, on the Mississippi River, to the Eastern Illinois State Line in the direction of Fort Wayne, Indiana. Contracts will be granted in Sections, and proposals must be accompanied with first class references as to competency, otherwise they will not be considered. For further particulars apply to the Chief Engineer of the Road, at his office in Galva, Henry County, Illinois, where profiles and specifications can also be inspected.

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HENRY B. SMITH,
(Late with United States Trust Co.)
STOCKS, BONDS, GOLD,
AND
GOVERNMENT SECURITIES
BOUGHT AND SOLD ON COMMISSION.
No. 47 Exchange Place,
NEW YORK.

REFERS TO
JOHN A. STEWART, Esq., President United States Trust Company of New York.
CHAS. P. LEVERICH, Esq., President Bank of New York, National Banking Association.
DAVID DOWS, Esq., THOS. W. PEASALL, Esq.,
CHAS. E. BILL, Esq., MESSRS. H. T. MORGAN & CO.
MESSRS. VERMILEY & CO.

JOHN Q. ADAMS, R. J. KIMBALL, E. D. MOORE.
ADAMS, KIMBALL & MOORE,
BANKERS and BROKERS,
No. 7 New Street,
(four doors from Wall St.)

NEW YORK.
Government Securities, Stocks, Bonds, Gold and Foreign Exchange, Bought and Sold on Commission.

Four per cent. interest allowed on Deposits, subject to Draft.

Collections made on all parts of the United States and Canadas.

REFERENCES.
AMERICAN EXCHANGE NATIONAL BANK, New York
MECHANICS' NATIONAL BANK, New York.
G. H. & L. LAFLIN, Chicago, Ill.
ALLEN COPP & NISBET, St. Louis, Mo.
MOLSON'S BANK, Montreal, C. B.
ONTARIO BANK, Toronto, C. W.

GOODYEAR BROTHERS & DURAND,
BANKERS,
No. 18 Broad St., New York.

INTEREST ALLOWED ON ACCOUNTS, subject to check at sight, as with Banks. Collections made on all accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,
RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N. Y.
GEO. GOODYEAR, New Haven, Ct.
GEO. G. GOODYEAR. HARVEY DURAND.

REFERENCES.
HON. JOHN J. CISCO, late Assistant U. S. Treasurer.
JACOB RUSSELL, Esq., Cashier U. S. Treasury.
H. T. MORGAN, Esq., (of H. T. Morgan & Co.) New York.
HON. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & CO., Washington.

Jo C. Clayton,
Attorney at Law, Advocate in Patent Cases,
Established 1854. Washington, D. C.

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by
WILLIAMS & PAGE. Boston.

MANHATTAN
Life Insurance Company,

No. 156 Broadway, New York.

(New Marble Building.)

Cash Capital and Accumulation over

\$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus aiding them to pay future premiums.

POLICIES are made contestable after five years from date, or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec.

S. N. STEBBINS, Actuary.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trustee work, or loading trains with material for graveling.

Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-35

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston. July 19th, 1865.

UNITED STATES
STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia.
{ 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

W. GOODMAN, A. P. MERRILL, JR.

Mississippi.

New York.

Goodman & Merrill,
COTTON FACTORS
AND
General Commission Merchants.

AGENTS FOR THE

PURCHASE, SALE AND LEASE OF
COTTON PLANTATIONS,

ALSO FOR THE PURCHASE OF

Railroad Equipment and Supplies.

No. 36 New Street,

NEW YORK.

November 24th, 1865.



GRICE & LONG,
PATENTEEES OF
Steam Passenger Cars,
AND BUILDERS OF ALL
Description of Cars,
AND
Engineers & Machinists.
FULTON WORKS,
1340 BEACH ST. PHILADELPHIA.
CAR WORKS,
TRENTON, NEW JERSEY.
OFFICE,
182 Broadway, NEW YORK.

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,
Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.
On and after September 25, 1865, trains
will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,
Daily, except Saturday, 7 P. M. On Sunday 8 P. M.
Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M. (noon).

H. P. BALDWIN, General Ticket-Agent.
NEW YORK, September 16, 1865.

COOPER & SHERIDAN, STATIONERS,

AND
BLANK BOOK MANUFACTURERS,

26 Exchange Place,
(Corner William Street.)

NEW YORK.

Banks, Merchants and Brokers, and Railroad, Mining and Steamship Companies supplied on favorable terms.

HENRY R. COOPER. J. W. SHERIDAN.

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks, and Tandems. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES, WHEELS and AXLES FITTED COMPLETE.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF
Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st
of every month (except when those dates fall on Sunday,
and then on the preceding SATURDAY), for ASPINWALL,
connecting, via Panama Railroad, with one of the Com-
pany's steamships from Panama for SAN FRANCISCO,
touching at ACAPULCO.

FEBRUARY.

1st—HENRY CHAUNCEY, connecting with the COLORADO

10th—ATLANTIC, connecting with SACRAMENTO.

21st—NEW YORK, connecting with CONSTITUTION.

Departures of 1st and 21st connect at Panama with
steamers for SOUTH PACIFIC PORTS. Those of 1st
touch at MANZANILLO.

Through Passage Rates, in Currency.

First Cabin.	Second Cabin.	Steerage	
On steamers.....	\$300	\$200	\$100

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers accompanied by their families.

Baggage checked through. One hundred Pounds allowed each adult.

An experienced Surgeon on board. Medicines and attendance free.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.
8m47 F. W. G. BELLows, Agent.

FOR CAMDEN DIRECT, via RARITAN AND DELAWARE BAY RAILROAD—Fare \$2.00, Excursion Tickets good for 3 days, \$3.00.

On and after January 8th, 1866, from Pier 3 North River at 12.25 P. M., Express Line through to Camden in 5 hours.

Passengers for Barnegat, Tuckerton, Hammonton, Egg Harbor City, &c., will take this train.

At 4.00 P. M. Accommodation Line, arriving in Camden at 11 P. M.

Freight for Camden, Vineland, &c., will be taken at Low Rates. If delivered before 12 o'clock noon, will reach Camden the same night.

J. N. BILLINGS, Agent, Pier No. 3. W. S. SNEDEN, Supt.

IMPORTANT TO CONSUMERS OF STEAM.

FUEL ECONOMIZED

AND

POWER OF STEAM INCREASED.

CARVALHO'S

IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from 20 to 30 per cent. of the fuel used.

This invention, awarded a SILVER MEDAL at the Fair of the American Institute, 1865, IS SIMPLE IN CONSTRUCTION, and is easily attached at small cost to boilers in use, OR TO LOCOMOTIVES, greatly increasing their economy and efficiency. It will furnish pure steam of a moderate temperature for use in engines, or when required, produces, without the least fear of decomposition, highly Super-Heated Steam, for Chemical and Manufacturing purposes, fumigating ships, &c. Persons interested in the use of Steam, are invited to call upon, or address the subscriber, who is the sole Agent for the United States.

HENRY W. BULKLEY,
Consulting Engineer,
57 Broadway, New York.

SMITH & SAYRE,

PROPRIETORS AND MANUFACTURERS OF THE

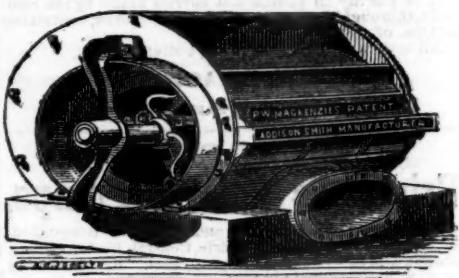
MACKENZIE PATENT

BLOWER & CUPOLA,

PATENT

GAS EXHAUSTOR

AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable, and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

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484 Broadway, N. Y.

Washington Iron Works, NEWBURGH, N. Y.

ORDERS SOLICITED FOR ALL DESCRIPTIONS OF
RAILROAD CARS.

PASSENGER, BAGGAGE, MERCHANDISE, FLAT BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.
GEO. M. CLAPP, Treasurer.
JOS. BELKNAP, Superintendent.

Address

Washington Iron Works,
Newburgh, N. Y.

Langdon Rolling Mill Co., AT SPUYTEN DUYVIL, N. Y.

OFFICE: 141 BROADWAY, NEW YORK.
New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

J. LANGDON, President.

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BANKERS and BROKERS,

No. 4 WALL STREET.

Gold, Government Securities, State and Railroad Bonds, Bought and Sold on Commission, at the New York Stock Exchange.